

## **Appendices**

**Appendix A**  
**Public Involvement Participants**

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Stakeholder Participation Panel (SPP) Contacts

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Catoosa County  
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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Environmental Justice Outreach Contacts - Catoosa County

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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Environmental Justice Outreach Contacts - Catoosa County

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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

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# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

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T- 706-638-8267

Marble Top Baptist Church  
7842 W. Highway 136  
Chickamauga, GA 30707  
T- 706-375-3536

McFarland United Methodist Church  
101 East Gordon Avenue  
Rossville, GA 30741  
T- 706-866- 2981

Memorial Baptist Tabernacle  
905 Hogan Road  
Rossville, GA 30741  
T- 706-861- 1495

Mission Glen Baptist Church  
Happy Valley Road  
Rossville, GA 30741  
T- 706-861- 0379

Mission Ridge Baptist Church  
337 Mission Ridge Road  
Rossville, GA 30741  
T- 706-866- 8725

Mountain View Baptist Church  
30 Meacham Road  
Rossville, GA 30741  
T- 706-866- 7091

Mountain View Church of God  
1001 Mission Ridge Road  
Rossville, GA 30741  
T- 706-866- 9096

Mt. Zion Church  
223 Dunwoody Road  
LaFayette, GA 30728  
T- 706-638-1238

Naomi Baptist Church  
4171 East Highway 136  
LaFayette, GA 30728  
T- 706-638-4601

Nazarene Church  
1005 West Main Street  
LaFayette, GA 30728  
T- 706-638-1330

New Beginning Baptist Church  
2982 Glass Mill Road  
Chickamauga, GA 30707  
T- 706-375-8606

New Covenant Baptist Church  
105 Spruce Street  
Rossville, GA 30741  
T- 706-861- 0344

New Friendship Baptist Church  
281 Friendship Road  
Chickamauga, GA 30707  
T- 706-375-7198

New Home Baptist Church  
Hew Home Church Road  
LaFayette, GA 30728  
T- 706-764-1789

New Hope Baptist Church  
301 Park City Road  
Rossville, GA 30741  
T- 706-861- 9585

New Life Baptist Church  
271 Biscayne Boulevard  
Rossville, GA 30741  
T- 706-866- 9583

New Salem Baptist Church  
756 Dewberry Road  
Rossville, GA 30741  
T- 706-866- 7486

Newnan Springs United  
78 Monanaw Avenue  
Rossville, GA 30741  
T- 706-861-0943

Newnan Spngs United Methodist Church  
78 Monanaw Avenue  
Rossville, GA 30741  
T- 706-866- 6724

Noble Church of God  
1002 South Main Street  
LaFayette, GA 30728  
T- 706-764-1093

North Georgia Community Action  
Agency, Inc.  
Sharon Dixson, Community Developer  
201 South Main (Courthouse Annex 3)  
LaFayette, GA 30728  
T- 706-638-0818  
F- 706-638-0818

Oakwood Baptist Church  
115 Oakwood Street  
Chickamauga, GA 30707  
T- 706-375-5760

Old Bethel Baptist Church  
Old Bethel Road  
Chickamauga, GA 30707  
T- 706-375-3238

Old Bethel Baptist Church  
2166 Highway 341  
Chickamauga, GA 30707  
T- 706-375-3238

Our Lady of the Mount Catholic  
1227 Scenic Highway  
Lookout Mountain, GA 30750  
T- 706-820-0680

Payne's Chapel United Methodist  
Highway 157  
Lookout Mountain, GA 30750  
T- 706-820-0196

Peavine Baptist Church  
1089 Peavine Road  
Rock Spring, GA 30741  
T- 706-375-4721

Pilgrim Way Baptist Church  
Wallaceville Road  
Chickamauga, GA 30707  
T- 706-375-5066

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Environmental Justice Outreach Contacts - Walker County

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Pleasant Grove Baptist Church  
Prospect Road  
LaFayette, GA 30728  
T- 706-539-2959

Pleasant Hill Baptist Church  
1200 Park City Road  
Rossville, GA 30741  
T- 706-861- 9233

Prospect Baptist Church  
West Armuchee Valley Road  
LaFayette, GA 30728  
T- 706-397-2908

Reformed Presbyterian Church  
13478 Scenic Highway  
Lookout Mountain, GA 30750  
T- 706-820-9770

Ridgeview Baptist Church  
1001 Magnolia Street  
LaFayette, GA 30728  
T- 706-638-7391

Ridgeway Baptist Church  
1594 Ridgeway Road  
LaFayette, GA 30728  
T- 706-638-6832

River of Life Church  
377 Direct Connection Drive  
Rossville, GA 30741  
T- 706-891-2120

Rock Spring Baptist Pastorium  
194 E. Turnipseed Road  
Rock Spring, GA 30741  
T- 706-375-5345

Rock Spring Baptist Pastorium  
2259 Highway 95  
Rock Spring, GA 30741  
T- 706-375-5345

Rossville Baptist Tabernacle  
1001 Hooker Road  
Rossville, GA 30741  
T- 706-866-0581

Rossville Church of Christ  
1100 McFarland Avenue  
Rossville, GA 30741  
T- 706-866- 1119

Rossville Church of God  
307 Andrews Street  
Rossville, GA 30741  
T- 706-866- 1225

Rossville Community Ministries  
100 Spring Street  
Rossville, GA 30741  
T- 706-861- 5748

Rossville Seventh Day Adventist  
1737 Mission Ridge Road  
Rossville, GA 30741  
T- 706-861- 0180

Second Baptist Church  
500 West Main Street  
LaFayette, GA 30728  
T- 706-638-2732

Seventh Day Adventist Church  
37 Tarvin Road  
Rock Spring, GA 30741  
T- 706-764-2468

Seventh Day Church of God  
9930 W. Highway 136  
Chickamauga, GA 30707  
T- 706-539-2286

Shady Grove Baptist Church  
Wallaceville Road  
Chickamauga, GA 30707  
T- 706-375-5573

Shield Baptist Church  
111 Clebourne Road  
Chickamauga, GA 30707  
T- 706-375-2554

Shields Baptist Church  
Highway 27  
Chickamauga, GA 30707  
T- 706-375-5949

Shiloh Baptist Church  
West Armuchee Valley Road  
LaFayette, GA 30728  
T- 706-638-8427

Shiloh Baptist Church  
24 Kay Street  
Rossville, GA 30741  
T- 706-861- 4359

Simpson Memorial United Methodist  
601 McFarland Avenue  
Rossville, GA 30741  
T- 706-866- 3410

South Rossville Baptist Church  
101 East Peachtree  
Rossville, GA 30741  
T- 706-866- 3888

Steele Street Church of Christ  
1 Steele Street  
LaFayette, GA 30728  
T- 706-764-1058

Truth Tabernacle  
203 Flora Street  
LaFayette, GA 30728  
T- 706-638-6227

Unity Baptist Church  
2010 Mack Smith Road  
Rossville, GA 30741  
T- 706-891- 9441

Victory Baptist Church  
1013 LaFayette Road  
Rossville, GA 30741  
T- 706-866- 0371

Wallaceville Baptist Church  
248 Wallaceville Road  
Rossville, GA 30741  
T- 706-866- 5223

Wallaceville Church of God  
236 Harp Switch Road  
Chickamauga, GA 30707  
T- 706-375-2736

Walnut Grove Baptist Church  
55 Walnut Grove Road  
LaFayette, GA 30728  
T- 706-638-1377

Wesley United Methodist Church  
906 Mission Ridge Road  
Rossville, GA 30741  
T- 706-866- 8858

Westside Baptist Church  
3399 Lakeview Drive  
Rossville, GA 30741  
T- 706-866- 9213

Woodstation Baptist Church  
42 Round Pond Road  
LaFayette, GA 30728  
T- 706-764-1794

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## **Environmental Justice Outreach Contacts - Regional**

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Chattanooga Indigenous Resource  
Center Library  
Vicky Kanku, Executive Director  
1730 Dayton Boulevard  
Chattanooga, TN 37405  
T- 423-756-4555

Chattanooga Intertribal Association  
Tom Kunesh  
P.O. Box 1063  
Chattanooga, TN 37405  
T- 423-624-3380

NAACP  
Eddie Holmes, President  
601 E. MLK Boulevard  
Chattanooga, TN 37403  
T- 423-267-5637

Northwest Georgia Bridges to  
Independence  
Lynn Walthour, Field Supervisor  
905 Lafayette Road  
Rossville, GA 30741  
T- 706-866-1972  
F- 706-866-1973  
alynnwalth@aol.com

Rainbow/PUSH Coalition  
Johnny Holloway  
P.O. Box 6221  
Chattanooga, TN 37410  
T- 423-624-6822

Unity Group  
Rev. Paul McDaniel  
2305 East 3rd Street  
Chattanooga, TN 37404  
T- 423-624-9097

**Appendix B**  
**Primary Data Collection Supplemental Traffic Information**

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Travel Patterns: Confidence in Data Collection and Survey Information Results**

Several comparisons were made among the three data/information sources to determine the accuracy of data collected. The results of the comparisons and analyses support the validity of the data/information. The comparisons and analyses conducted are listed as follows:

- Compared change in traffic counts on key roadways surrounding the Park before and after the US 27 Relocation opening to the amount of traffic along the US 27 Relocation to determine if the 2003 traffic counts collected were representative of the redirected travel patterns.
- Conducted a “cut line” analysis to compare collected traffic counts collected by GDOT and the NPS before and after the US 27 Relocation.
- Compared collected traffic counts to roadside interview survey estimated counts at LaFayette Road intersection with McFarland Gap Road/Reed’s Bridge Road.
- Reviewed the distribution of trips between tag survey locations to ensure logical results based on area traffic counts and the roadway network within and immediately surrounding the Park.
- Compared LaFayette Road trip distribution between collected traffic counts, roadside interview survey, and license tag survey.
- Compared average daily Park trips from roadside interview survey to NPS park visitation data.
- Compared Park v. Non-Park trips from roadside interview survey by survey day.

The confidence level in the results of each data/information effort is discussed below, as well as results of the analyses and comparisons completed for each data/information component.

### **Traffic Count Data Collection**

A “cut line” analysis was conducted to compare the 2003 raw traffic counts collected for this study with Average Annual Daily Traffic (AADT) counts provided by the GDOT and the NPS before and after the US 27 Relocation. Detailed results of the “cut line” analysis are included in this Appendix. The purpose of the “cut line” analysis was twofold: 1) determine the impact of the US 27 Relocation on the traffic patterns within and surrounding the study area, and 2) determine the accuracy of the 2003 counts. With the exception of LaFayette Road at Forrest Road, not much historical count data were available within and immediately surrounding the Park to compare to the 2003 raw traffic counts collected. However, by looking at the historical counts available throughout the rest of the study area and comparing the change in traffic counts to the amount of traffic along the US 27 Relocation, it was determined that the 2003 traffic counts collected were representative of the redirected travel patterns.

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Travel Patterns: Confidence in Data Collection and Survey Information Results**

Traffic counts collected in May 2003 include approximately 17,500 vehicles per day along the US 27 Relocation. No other counts along the US 27 Relocation north of the junction with LaFayette Road south of the Park were available. As highlighted in Table 1, most of the traffic along the US 27 Relocation is made up of those vehicles that drove through the Park on LaFayette Road prior to the relocation. Most of the vehicles that took LaFayette Road through the Park now drive along the entire length of US 27 Relocation, as the majority of the traffic either enters or exits the US 27 Relocation at SR 2/Battlefield Parkway on the north end or at the junction with LaFayette Road on the south end. Most of the remaining traffic is picked up by vehicles that used to get on Lytle Road from SR 2/Battlefield Parkway northwest of the Park and would travel southeast into the Park or travel northwest out of the Park. A decrease in traffic volumes on Lytle Road just south of SR 2/Battlefield Parkway after the relocation indicates that several vehicles are now continuing eastbound on SR 2/Battlefield Parkway and are most likely taking McFarland Gap Road to the US 27 Relocation and continuing south.

**Table 1 -Majority of Redirected Traffic to US 27 Relocation**

| <b>Location</b>                             | <b>Before<br/>Relocation<br/>(1998)</b> | <b>After<br/>Relocation<br/>(2002)</b> | <b>Difference</b> |
|---|---|--|-------------------|
| LaFayette Rd at Forrest (north of Park)     | 23,500                                  | 11,200                                 | 12,300            |
| Lytle Rd. south of SR 2 (northwest of Park) | 11,840                                  | 9,025                                  | 2,815             |
| Total Difference (Redirected to US 27)      | 35,340                                  | 20,225                                 | 15,115            |

*Note: Traffic counts are two-way Annual Average Daily Traffic (AADT) provided by GDOT.*

## **License Tag Origin and Destination Survey Information**

When comparing the matched tags to the tube counts taken for the same day between 7 a.m. and 7 p.m., the overall sample size of the license tag survey was approximately 30 percent. “Matched” tags are defined as those tags that showed up more than once throughout the license tag survey period from 7 a.m. to 7 p.m. For comparison with the roadside interview sample size of 17 percent, the sample size for the tag site on LaFayette Road located just north of the McFarland Gap Road/Reed’s Bridge Road intersection was approximately 20 percent. These are acceptable sample sizes for this type of survey.

When results of the license tag survey were initially presented in July 2003 to the Project Coordinating Committee, the CCNMP Rangers expressed concern that the percent of Park visitors at some of the eight survey locations might be overstated. At that time, the roadside interview survey had not yet been completed. The purpose of the roadside interview survey was to supplement the license tag survey and to determine if the license tag survey should be used for further analysis. Based on Park Ranger observations, the number of matched tags in the license tag survey, and results of the roadside interview survey, the split between Park and Non-Park Trips will be captured from the roadside interview survey, rather than the license tag survey. However, the license tag survey did provide logical origin and destination travel patterns between the eight survey locations for further analysis. The license tag survey provided the percent of Non-Park trips going to and from each survey location. Maps of the distribution of

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Travel Patterns: Confidence in Data Collection and Survey Information Results

Non-Park trips for each of the eight tag survey locations are in this Appendix. The distribution of trips between tag survey locations appears logical based on area traffic counts and the roadway network within and immediately surrounding the Park.

To determine the accuracy of the distribution of trips provided by the license tag survey, the percent of trips driving southbound on LaFayette Road north of the McFarland Gap Road/Reed's Bridge Road intersection was compared with the raw traffic counts collected in May 2003 and counts estimated from the roadside interview survey results. The roadside interview counts were estimated based on the number of contacts during the survey period multiplied by the contact interval (i.e. every fifth traveler in most cases). As shown in Table 2, the license tag survey indicates that approximately 41 percent of trips at Tag Site 1 (LaFayette Road at the northern Park boundary) were driving southbound (all other sites except sites 2 and 9). Similarly, the raw traffic counts collected in May 2003 and the estimated counts from the roadside interview survey indicate that approximately 42 percent and 41 percent of the total trips make up the southbound intersection approach, respectively. This further supports the confidence level in the accuracy of the distribution of trips from the license tag survey.

**Table 2 Southbound Percent Comparison of Total Trips at LaFayette Road  
(Northern Park Boundary)**

| Site No.     | Site Description                                   | Traffic Counts | Source License Tag Survey | Roadside Interview Survey |
|--------------|--|----------------|---------------------------|---------------------------|
| 1            | LaFayette Road (northern Park boundary)            | 42%            |                           | 41%                       |
| 3            | Alexander Bridge Road (southeastern Park boundary) |                | 3%                        |                           |
| 4            | LaFayette Road (southern Park boundary)            |                | 35%                       |                           |
| 5            | Wilder Road (southwestern Park boundary)           |                | 1%                        |                           |
| 6            | Osburn Road (southwestern Park boundary)           |                | 1%                        |                           |
| 8            | Lytle Road (western Park boundary)                 |                | 1%                        |                           |
| <b>Total</b> |  | <b>42%</b>     | <b>41%</b>                | <b>41%</b>                |

*Note: To calculate southbound percent of traffic counts, had to assume total trips based on addition of southbound count from site 1, northbound count from site 4, westbound count from site 2, and eastbound count from site 9.*

### Roadside Interview Survey Information

When comparing the number of roadside interview surveys completed to the estimated total vehicles traveling through the subject intersection during the five-hour survey period, an average sample size of approximately 17 percent was calculated (14 percent on Tuesday and 20 percent on Saturday). These are acceptable sample sizes for this type of survey. A higher sample size on Saturday was expected, as there is less traffic at the subject intersection on Saturdays during the survey period and the surveyors were able to consistently stop every fifth car throughout the entire survey period. On Tuesday, the surveyors were able to stop every fifth car, with the

## **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

### **Travel Patterns: Confidence in Data Collection and Survey Information Results**

exception of 3 p.m. to 6 p.m. when approximately every tenth car in the northbound and southbound directions was stopped. The response rate to the roadside interview survey was 69 percent, with approximately 600 of the 870 potential respondents completing the interview. This means that 69 percent of the travelers contacted agreed to participate in the interview. Due to the sample size and high response rate, there is a high confidence level in the accuracy of the roadside interview results and the data collected will be used throughout the modeling process.

To further support survey findings, the estimated counts by intersection approach from the roadside interview survey were compared to the raw traffic counts collected in May 2003. The distribution of the southbound and eastbound approaches were also compared among the two data sources. Northbound and westbound distribution is not discussed as there were no count sites close enough to the roadside interview intersection that would adequately represent northbound and westbound traffic. Table 4 compares the raw counts (collected on a Tuesday in May 2003 between 2 p.m. and 7 p.m.) with the estimated roadside interview counts (conducted on a Tuesday in July 2003 between 2 p.m. and 7 p.m.). Since the roadside interview was completed in July after school had been dismissed, slightly different traffic counts or patterns are expected. However, the analysis does provide an adequate comparison of the validity of the roadside interview data in comparison to the traffic count data. As demonstrated in Table 3, there is a similar distribution of traffic.

**Table 3 Comparison of Actual Counts to Estimated Roadside Interview Counts by Intersection Approach (LaFayette Road at McFarland Gap Road)**

| Source                              | Month | Southbound |         | Eastbound  |         |
|-------------------------------------|-------|------------|---------|------------|---------|
|                                     |       | Number     | Percent | Number     | Percent |
| Raw counts collected in May 2003    | May   | 1,577      | 42%     | 681        | 18%     |
| Estimated Roadside Interview counts | July  | 1,199      | 41%     | 490        | 17%     |
| <b>Difference</b>                   |       | <b>378</b> |         | <b>191</b> |         |

*Notes: Raw southbound count from southbound count at site 1 (LaFayette Road at northern Park boundary)*

*Raw eastbound count from eastbound count at site 9 (McFarland Gap Road at northwestern Park boundary)*

To verify the Park v. Non-Park trip percentage split from the roadside interview was valid, results from both survey days were compared. According to the roadside interview survey, an average of approximately 17 percent of the respondents were Park visitors. This was true for both the Tuesday and Saturday survey dates, further supporting the validity of the roadside interview survey results. When calculated by intersection approach, approximately 27 percent and 17 percent of the northbound and southbound approach trips were Park trips, respectively, as shown in Table 4.



# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Travel Patterns: Confidence in Data Collection and Survey Information Results

**Table 4 Park v. Non-Park Trips by Intersection Approach**

| Approach     | Park Trips |            | Non-Park Trips |            | Total Participated |             |
|--------------|------------|------------|----------------|------------|--------------------|-------------|
|              | Number     | Percent    | Number         | Percent    | Number             | Percent     |
| Northbound   | 47         | 27%        | 129            | 73%        | 176                | 100%        |
| Westbound    | 9          | 9%         | 90             | 91%        | 99                 | 100%        |
| Southbound   | 31         | 17%        | 149            | 83%        | 180                | 100%        |
| Eastbound    | 16         | 11%        | 126            | 89%        | 142                | 100%        |
| <b>Total</b> | <b>103</b> | <b>17%</b> | <b>494</b>     | <b>83%</b> | <b>597</b>         | <b>100%</b> |

In addition, the number of Park trips from the roadside interview survey was also compared to July 2003 park visitation data provided by the NPS. The total number of people visiting the Visitor Center per month was provided by the NPS. The NPS data were then converted to average daily total park vehicle trips to compare with the average daily total park vehicle trips from the roadside interview survey. The NPS number of persons entering the Visitor Center was converted to total park vehicles by applying an adjustment factor for same day re-entries (0.625) provided by NPS, an average auto occupancy factor (2.33) generated from the roadside interview survey, and a factor to convert visitor center trips to total park trips (1.86) generated from the roadside interview survey. As demonstrated in Table 5, these calculations yield approximately 264 average daily park trips in July 2003, whereas the roadside interview survey resulted in approximately 243 average daily park trips, a difference of only 21 trips. For the roadside interview survey data, the average daily park trips was calculated applying a factor of 4.76 to the park trips that were calculated during the survey period (2 p.m. to 7 p.m.). Since the NPS did not have hourly data for the CCNMP Visitor Center, the factor was derived from the hourly visitor center data collected for the *Gettysburg National Park Visitor Services Project*. The 4.76 factor states that 21 percent of people visiting the Visitor Center did so after 2 p.m.

**Table 5 Comparison of July 2003 Average Daily Park Trips**

| Source                    | Average Daily Park Trips |
|---------------------------|--------------------------|
| National Park Service     | 264                      |
| Roadside Interview Survey | 243                      |
| Difference                | -9%                      |

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Travel Patterns: Confidence in Data Collection and Survey Information Results**

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### **Non-Response Bias Analysis of Roadside Interview Survey**

As required by OMB, several analyses were completed to determine what characteristics make up the group of people who did not participate in the roadside interview survey. The following comparisons were made:

- Survey date by interview participation
- Intersection approach by interview participation
- Auto occupancy by interview participation
- Observed mode at intersection by interview participation
- Gender of potential respondent by interview participation

Overall, no major bias appeared between those that participated in the interview survey and those that refused. As shown in Table 6, there was no bias by survey day when comparing the percents of those that refused to participate in the survey. On both Tuesday and Saturday, approximately 29 percent of the potential respondents refused to participate.

**Table 6 Survey Date by Interview Participation**

| <b>Date</b>              | <b>Participated</b> |                | <b>Refused</b> |                | <b>Previously Contacted</b> |                | <b>Total Surveys</b> |                |
|--------------------------|---------------------|----------------|----------------|----------------|-----------------------------|----------------|----------------------|----------------|
|                          | <b>Number</b>       | <b>Percent</b> | <b>Number</b>  | <b>Percent</b> | <b>Number</b>               | <b>Percent</b> | <b>Number</b>        | <b>Percent</b> |
| Tuesday, July 29, 2003   | 292                 | 68%            | 126            | 29%            | 10                          | 2%             | 428                  | 100%           |
| Saturday, August 2, 2003 | 306                 | 69%            | 128            | 29%            | 8                           | 2%             | 442                  | 100%           |
| <b>Total</b>             | <b>598</b>          | <b>69%</b>     | <b>254</b>     | <b>29%</b>     | <b>18</b>                   | <b>2%</b>      | <b>870</b>           | <b>100%</b>    |

As shown in Table 7, those traveling through the intersection at the northbound and eastbound approaches appeared to be slightly more likely to participate in the roadside interview. Overall, there did not appear to be a major bias by intersection approach.

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Travel Patterns: Confidence in Data Collection and Survey Information Results

**Table 7 Intersection Approach by Interview Participation**

| Approach     | Participated |            | Refused    |            | Previously Contacted |           | Total Surveys |             |
|--------------|--------------|------------|------------|------------|----------------------|-----------|---------------|-------------|
|              | Number       | Percent    | Number     | Percent    | Number               | Percent   | Number        | Percent     |
| Northbound   | 177          | 80%        | 41         | 19%        | 3                    | 1%        | 221           | 100%        |
| Westbound    | 99           | 62%        | 58         | 36%        | 2                    | 1%        | 159           | 100%        |
| Southbound   | 180          | 60%        | 112        | 37%        | 8                    | 3%        | 300           | 100%        |
| Eastbound    | 142          | 75%        | 43         | 23%        | 5                    | 3%        | 190           | 100%        |
| <b>Total</b> | <b>598</b>   | <b>69%</b> | <b>254</b> | <b>29%</b> | <b>18</b>            | <b>2%</b> | <b>870</b>    | <b>100%</b> |

As shown in Table 8, in most cases, those vehicles with three or less occupants were slightly less likely to participate in the roadside interview survey. This could be due to the potential inconvenience for those vehicles traveling with children. Overall, there does not appear to be a major bias based on auto occupancy.

**Table 8 Auto Occupancy by Interview Participation**

| Auto Occupancy | Participated |            | Refused    |            | Previously Contacted |           | Total Surveys |             |
|----------------|--------------|------------|------------|------------|----------------------|-----------|---------------|-------------|
|                | Number       | Percent    | Number     | Percent    | Number               | Percent   | Number        | Percent     |
| 1              | 281          | 69%        | 119        | 29%        | 7                    | 2%        | 409           | 100%        |
| 2              | 200          | 68%        | 88         | 30%        | 6                    | 2%        | 294           | 100%        |
| 3              | 58           | 60%        | 35         | 36%        | 4                    | 4%        | 97            | 100%        |
| 4              | 36           | 80%        | 9          | 20%        | 0                    | 0%        | 45            | 100%        |
| 5              | 14           | 93%        | 1          | 7%         | 0                    | 0%        | 15            | 100%        |
| 6 or more      | 7            | 70%        | 2          | 20%        | 1                    | 10%       | 10            | 100%        |
| <b>Total</b>   | <b>596</b>   | <b>69%</b> | <b>254</b> | <b>29%</b> | <b>18</b>            | <b>2%</b> | <b>870</b>    | <b>100%</b> |

As expected, most of the travelers at the intersection were in a vehicle, so the numbers for the other modes are relatively small. However, when comparing those who did not participate in the interview driving vehicles with those driving commercial trucks, there does not appear to be a bias (as shown in Table 9).

# Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan

## Travel Patterns: Confidence in Data Collection and Survey Information Results

**Table 9 Observed Mode at Intersection by Interview Participation**

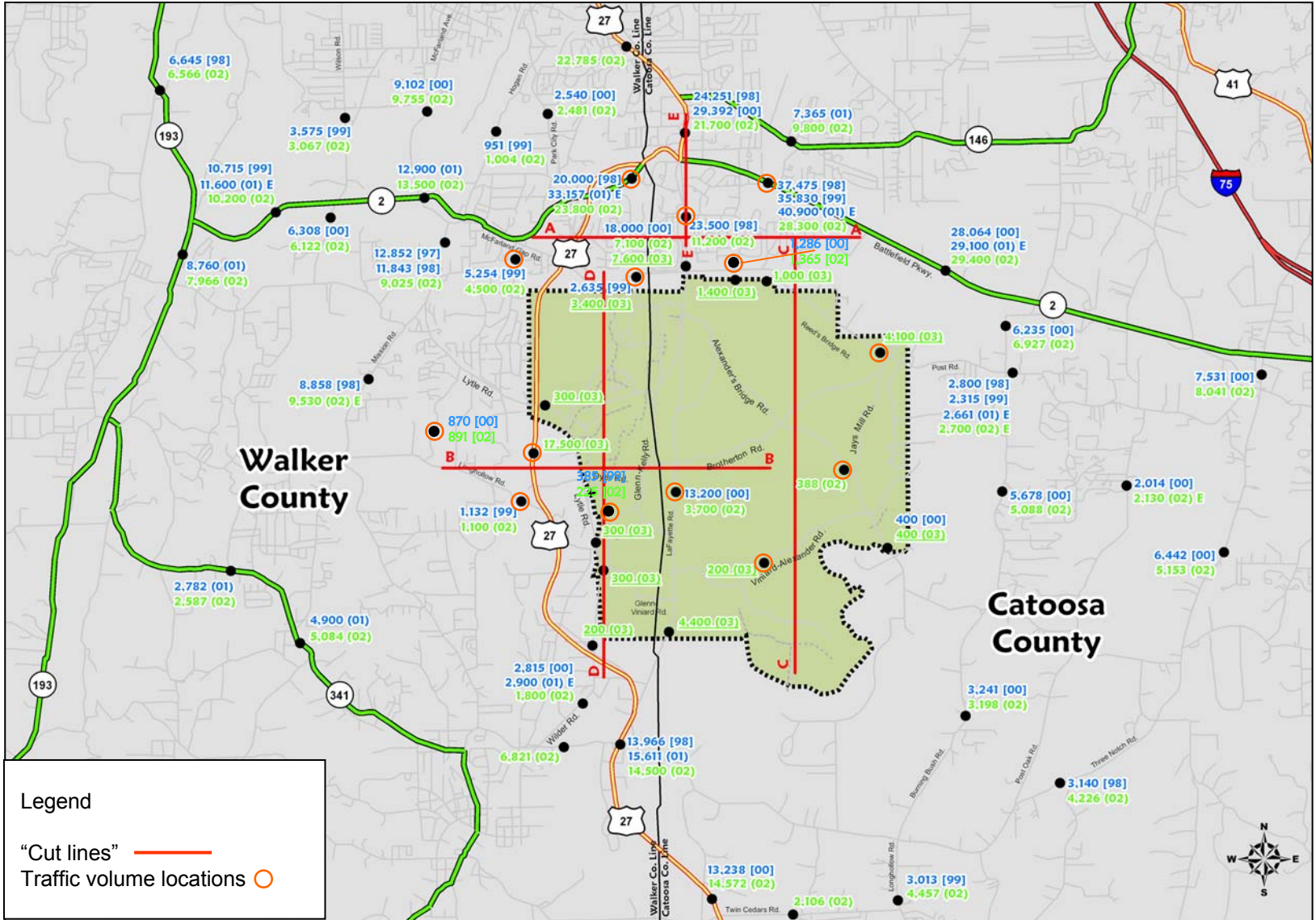
| Mode             | Participated |            | Refused    |            | Previously Contacted |           | Total Surveys |             |
|------------------|--------------|------------|------------|------------|----------------------|-----------|---------------|-------------|
|                  | Number       | Percent    | Number     | Percent    | Number               | Percent   | Number        | Percent     |
| Auto             | 578          | 68%        | 249        | 29%        | 18                   | 2%        | 845           | 100%        |
| Commercial Truck | 7            | 70%        | 3          | 30%        | 0                    | 0%        | 10            | 100%        |
| Taxi             | 0            | 0%         | 0          | 0%         | 0                    | 0%        | 0             | 100%        |
| Bus              | 2            | 67%        | 1          | 33%        | 0                    | 0%        | 3             | 100%        |
| Motorcycle       | 9            | 90%        | 1          | 10%        | 0                    | 0%        | 10            | 100%        |
| Bicycle          | 2            | 100%       | 0          | 0%         | 0                    | 0%        | 2             | 100%        |
| Horse            | 0            | 0%         | 0          | 0%         | 0                    | 0%        | 0             | 100%        |
| Foot             | 0            | 0%         | 0          | 0%         | 0                    | 0%        | 0             | 100%        |
| <b>Total</b>     | <b>598</b>   | <b>69%</b> | <b>254</b> | <b>29%</b> | <b>18</b>            | <b>2%</b> | <b>870</b>    | <b>100%</b> |

As demonstrated in Table 10, there appears to be no bias in participation based on the gender of the potential respondent.

**Table 10 Gender of Potential Respondent by Interview Participation**

| Gender       | Participated |            | Refused    |            | Previously Contacted |           | Total Surveys |             |
|--------------|--------------|------------|------------|------------|----------------------|-----------|---------------|-------------|
|              | Number       | Percent    | Number     | Percent    | Number               | Percent   | Number        | Percent     |
| Male         | 374          | 70%        | 151        | 28%        | 7                    | 1%        | 532           | 100%        |
| Female       | 224          | 66%        | 103        | 30%        | 11                   | 3%        | 338           | 100%        |
| <b>Total</b> | <b>598</b>   | <b>69%</b> | <b>254</b> | <b>29%</b> | <b>18</b>            | <b>2%</b> | <b>870</b>    | <b>100%</b> |

# CCNMP Battlefield Traffic “Cut Lines”



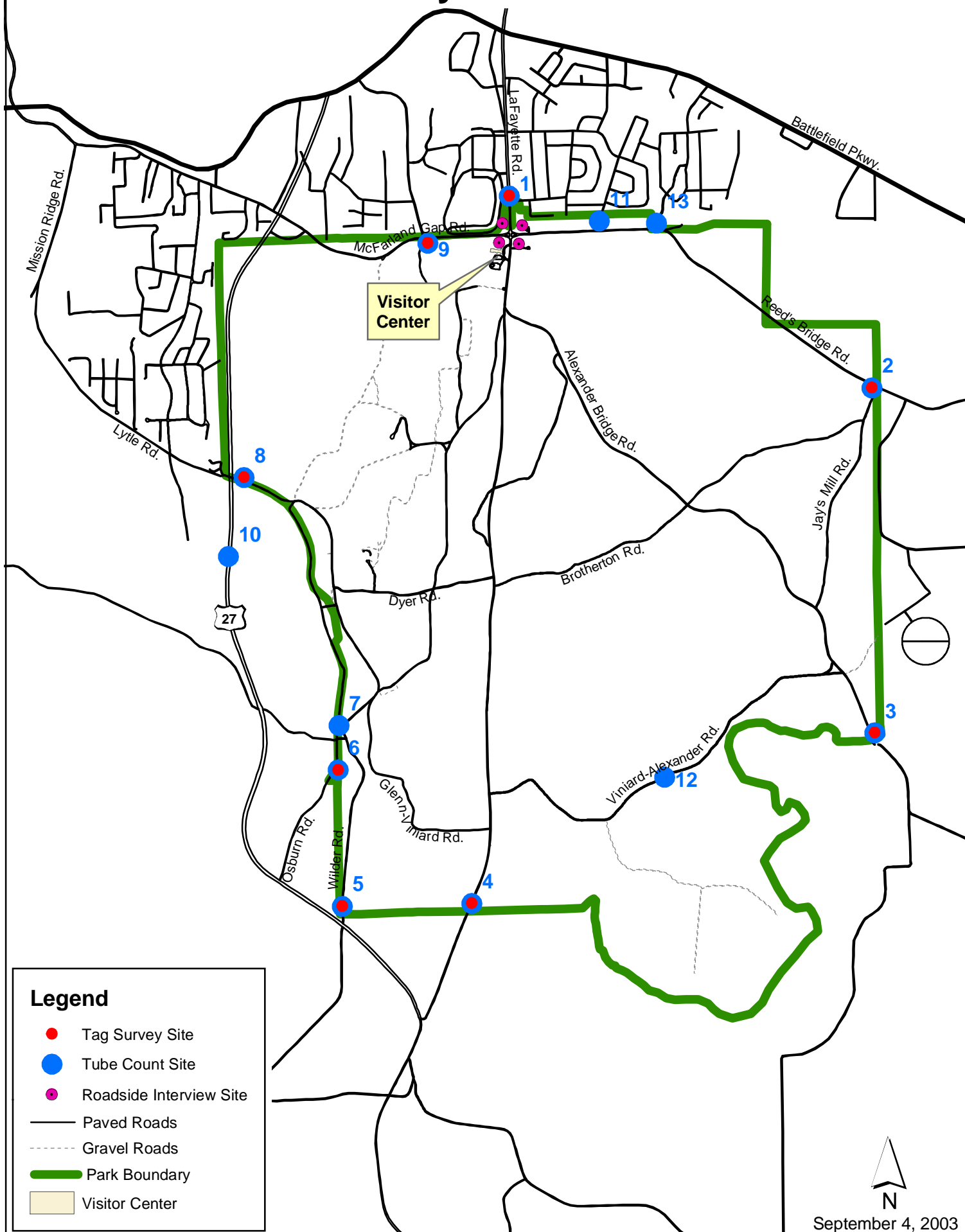
**Chickamauga Chattanooga National Military Park  
Traffic Impact Study and Subarea Transportation Plan**

**Chickamauga Battlefield Traffic "Cut Line" Analysis**

|                      | Prior to US 27 Relocation    |  |                                       |        | After US 27 Relocation            |  |                               |                    |        |
|----------------------|------------------------------|--|---------------------------------------|--------|-----------------------------------|--|-------------------------------|--------------------|--------|
| North-South Movement | 1999                         | 1998                                     | 2000                                  |        | 2002                              | 2002                                     | 2002                          | 2003               |        |
|                      | Jenkins Rd s. of High        | LaFayette (US 27) at Forrest             | Forrest Rd s. of Harker               | Total  | Jenkins Rd s. of High             | LaFayette at Forrest                     | Forrest Rd s. of Harker       | US 27 s. of Lytle* | Total  |
| A - A                | 5,254                        | 23,500                                   | 1,286                                 | 30,040 | 4,500                             | 11,200                                   | 1,365                         | 17,500             | 34,565 |
|                      | 17%                          | 78%                                      | 4%                                    | 100%   | 13%                               | 32%                                      | 4%                            | 51%                | 100%   |
| North-South Movement | 2000                         | 1999                                     | 2000                                  |        | 2002                              | 2002                                     | 2002                          | 2003               |        |
|                      | West Gardon Rd               | Long Hollow Rd W of US 27                | LaFayette Rd (US 27) s. of Brotherton | Total  | West Gardon Rd                    | Long Hollow Rd W of US 27                | LaFayette Rd s. of Brotherton | US 27 s. of Lytle  | Total  |
| B - B                | 870                          | 1,132                                    | 13,200                                | 15,202 | 891                               | 1,100                                    | 3,700                         | 17,500             | 23,191 |
|                      | 6%                           | 7%                                       | 87%                                   | 100%   | 4%                                | 5%                                       | 16%                           | 75%                | 100%   |
| East-West Movement   | Reed's Bridge w of Jays Mill | 2000 Alexander Bridge Rd w of Jay's Mill | Viniard-Alexander                     | Total  | 2003 Reed's Bridge w of Jays Mill | 2002 Alexander Bridge Rd w of Jay's Mill | 2003 Viniard-Alexander        | Total              |        |
|                      |                              | 403                                      |                                       | 403    | 4,100                             | 388                                      | 200                           | 388                |        |
| C - C                |                              | 100%                                     |                                       | 100%   | 4,100                             | 100%                                     | 200                           | 100%               |        |
| East-West Movement   | 1999                         | 1999                                     |                                       | Total  | 2003                              | 2002                                     | Total                         |                    |        |
|                      | McFarland Gap Rd             | Wilder Rd at Glenn Viniard               |                                       |        | McFarland Gap Rd                  | Wilder Rd at Glenn Viniard               |                               |                    |        |
| D - D                | 2,635                        | 385                                      |                                       | 3,020  | 3,400                             | 225                                      | 3,625                         |                    |        |
|                      | 87%                          | 13%                                      |                                       | 100%   | 94%                               | 6%                                       | 100%                          |                    |        |
| East-West Movement   | 1998                         | 1998                                     |                                       | Total  | 2002                              | 2002                                     | Total                         |                    |        |
|                      | SR 2 proximity of Coffman    | SR 2 w. of Fant                          |                                       |        | SR 2 proximity of Coffman         | SR 2 w. of Fant                          |                               |                    |        |
| E - E                | 20,000                       | 37,475                                   |                                       | 57,475 | 23,800                            | 28,300                                   | 52,100                        |                    |        |
|                      | 35%                          | 65%                                      |                                       | 100%   | 46%                               | 54%                                      | 100%                          |                    |        |

\* This is the nearest count to A-A cut line on the reloc. US 27. It is south of the B-B cut line.

# Data Collection/Survey Information Site Locations



## **Appendix C**

### **Journey to Work**



**Chickamauga Chattanooga National Military Park  
Traffic Impact Study and Subarea Transportation Plan**

**Journey to Work**

| <b>Where Catoosa County Residents Work</b> |                    |                |                    |                |                       |                |
|--|--------------------|----------------|--------------------|----------------|-----------------------|----------------|
| <b>Work County</b>                         | <b>1990 Census</b> |                | <b>2000 Census</b> |                | <b>Change '90-'00</b> |                |
|  | <b>Number</b>      | <b>Percent</b> | <b>Number</b>      | <b>Percent</b> | <b>Number</b>         | <b>Percent</b> |
| Hamilton (TN)                              | 8,786              | 44%            | 12,320             | 46%            | 3,534                 | 40%            |
| Catoosa (GA)                               | 6,287              | 32%            | 7,167              | 27%            | 880                   | 14%            |
| Whitfield (GA)                             | 2,618              | 13%            | 3,760              | 14%            | 1,142                 | 44%            |
| Walker (GA)                                | 1,379              | 7%             | 1,937              | 7%             | 558                   | 40%            |
| Murray (GA)                                | 87                 | 0%             | 478                | 2%             | 391                   | 449%           |
| Bradley (TN)                               | 177                | 1%             | 215                | 1%             | 38                    | 21%            |
| Gordon (GA)                                | 54                 | 0%             | 141                | 1%             | 87                    | 161%           |
| Other                                      | 493                | 2%             | 692                | 3%             | 199                   | 40%            |
| <b>Total</b>                               | <b>19,881</b>      | <b>100%</b>    | <b>26,710</b>      | <b>100%</b>    | <b>6,829</b>          | <b>34%</b>     |

| <b>Where Catoosa County Workers Live</b> |                    |                |                    |                |                       |                |
|--|--------------------|----------------|--------------------|----------------|-----------------------|----------------|
| <b>Resident County</b>                   | <b>1990 Census</b> |                | <b>2000 Census</b> |                | <b>Change '90-'00</b> |                |
|  | <b>Number</b>      | <b>Percent</b> | <b>Number</b>      | <b>Percent</b> | <b>Number</b>         | <b>Percent</b> |
| Catoosa (GA)                             | 6,287              | 51%            | 7,167              | 54%            | 880                   | 14%            |
| Walker (GA)                              | 2,895              | 24%            | 2,795              | 21%            | -100                  | -3%            |
| Hamilton (TN)                            | 1,993              | 16%            | 2,151              | 16%            | 158                   | 8%             |
| Whitfield (GA)                           | 386                | 3%             | 306                | 2%             | -80                   | -21%           |
| Dade (GA)                                | 132                | 1%             | 137                | 1%             | 5                     | 4%             |
| Bradley (TN)                             | 102                | 1%             | 121                | 1%             | 19                    | 19%            |
| Murray (GA)                              | 36                 | 0%             | 94                 | 1%             | 58                    | 161%           |
| Chattooga (GA)                           | 120                | 1%             | 79                 | 1%             | -41                   | -34%           |
| Other                                    | 307                | 3%             | 405                | 3%             | 98                    | 32%            |
| <b>Total</b>                             | <b>12,258</b>      | <b>100%</b>    | <b>13,255</b>      | <b>100%</b>    | <b>997</b>            | <b>8%</b>      |

| <b>Where Walker County Residents Work</b> |                    |                |                    |                |                       |                |
|---|--------------------|----------------|--------------------|----------------|-----------------------|----------------|
| <b>Work County</b>                        | <b>1990 Census</b> |                | <b>2000 Census</b> |                | <b>Change '90-'00</b> |                |
|   | <b>Number</b>      | <b>Percent</b> | <b>Number</b>      | <b>Percent</b> | <b>Number</b>         | <b>Percent</b> |
| Walker (GA)                               | 11,483             | 44%            | 11,244             | 41%            | -239                  | -2%            |
| Hamilton (TN)                             | 8,657              | 33%            | 9,098              | 33%            | 441                   | 5%             |
| Catoosa (GA)                              | 2,895              | 11%            | 2,795              | 10%            | -100                  | -3%            |
| Whitfield (GA)                            | 1,515              | 6%             | 2,067              | 8%             | 552                   | 36%            |
| Chattooga (GA)                            | 338                | 1%             | 591                | 2%             | 253                   | 75%            |
| Murray (GA)                               | 60                 | 0%             | 328                | 1%             | 268                   | 447%           |
| Gordon (GA)                               | 160                | 1%             | 167                | 1%             | 7                     | 4%             |
| Dade (GA)                                 | 182                | 1%             | 79                 | 0%             | -103                  | -57%           |
| Other                                     | 764                | 3%             | 854                | 3%             | 90                    | 12%            |
| <b>Total</b>                              | <b>26,054</b>      | <b>100%</b>    | <b>27,223</b>      | <b>100%</b>    | <b>1,169</b>          | <b>4%</b>      |

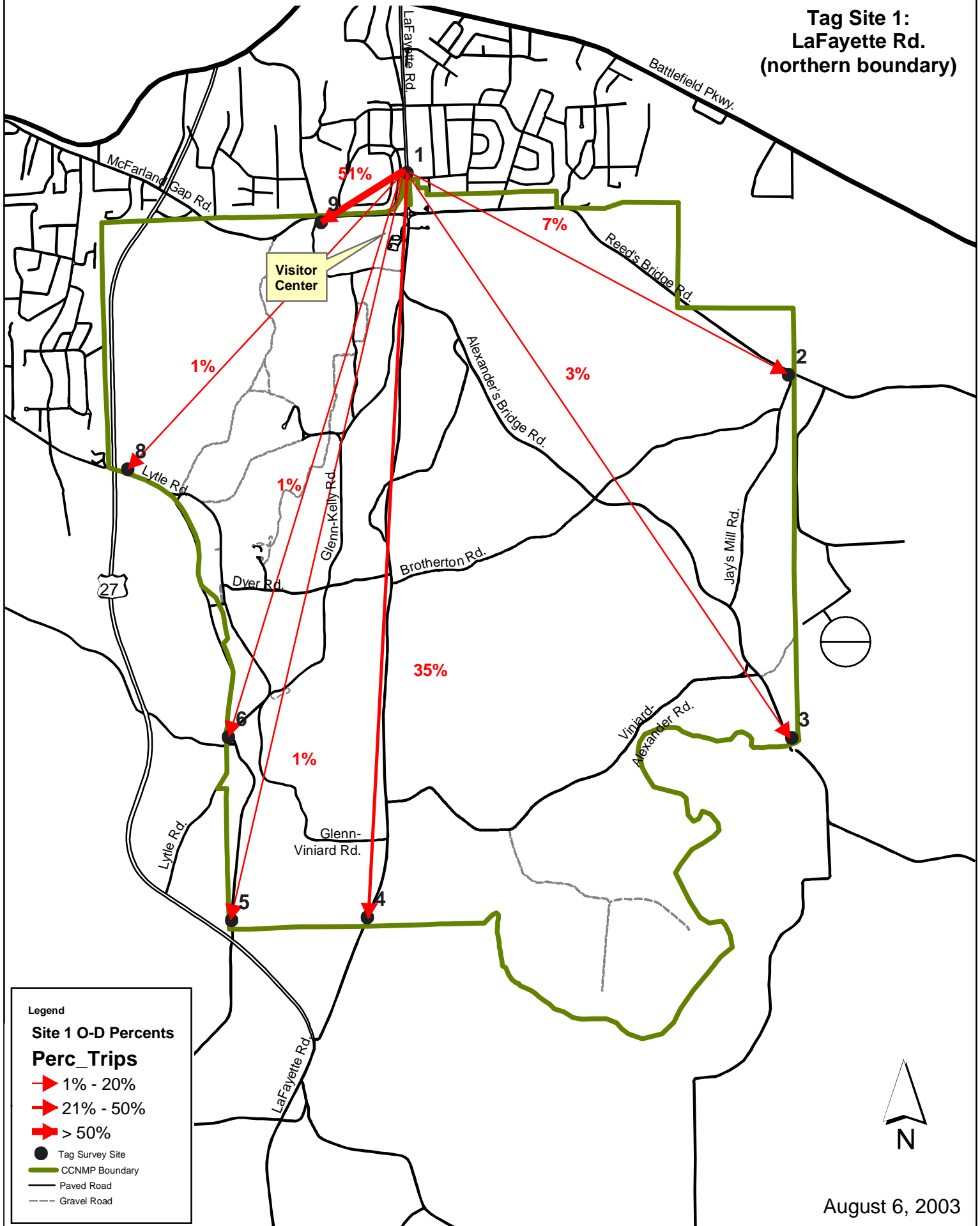
| <b>Where Walker County Workers Live</b> |                    |                |                    |                |                       |                |
|---|--------------------|----------------|--------------------|----------------|-----------------------|----------------|
| <b>Resident County</b>                  | <b>1990 Census</b> |                | <b>2000 Census</b> |                | <b>Change '90-'00</b> |                |
|   | <b>Number</b>      | <b>Percent</b> | <b>Number</b>      | <b>Percent</b> | <b>Number</b>         | <b>Percent</b> |
| Walker (GA)                             | 11,483             | 67%            | 11,244             | 63%            | -239                  | -2%            |
| Catoosa (GA)                            | 1,379              | 8%             | 1,937              | 11%            | 558                   | 40%            |
| Hamilton (TN)                           | 1,898              | 11%            | 1,695              | 10%            | -203                  | -11%           |
| Chattooga (GA)                          | 1,459              | 8%             | 1,345              | 8%             | -114                  | -8%            |
| Dade (GA)                               | 322                | 2%             | 747                | 4%             | 425                   | 132%           |
| Whitfield (GA)                          | 108                | 1%             | 140                | 1%             | 32                    | 30%            |
| Marion (TN)                             | 78                 | 0%             | 92                 | 1%             | 14                    | 18%            |
| DeKalb (AL)                             | 116                | 1%             | 90                 | 1%             | -26                   | -22%           |
| Other                                   | 365                | 2%             | 533                | 3%             | 168                   | 46%            |
| <b>Total</b>                            | <b>17,208</b>      | <b>100%</b>    | <b>17,823</b>      | <b>100%</b>    | <b>615</b>            | <b>3.6%</b>    |

Source: U.S. Census 2000

**Appendix D**  
**License Tag Origin/Destination Maps**

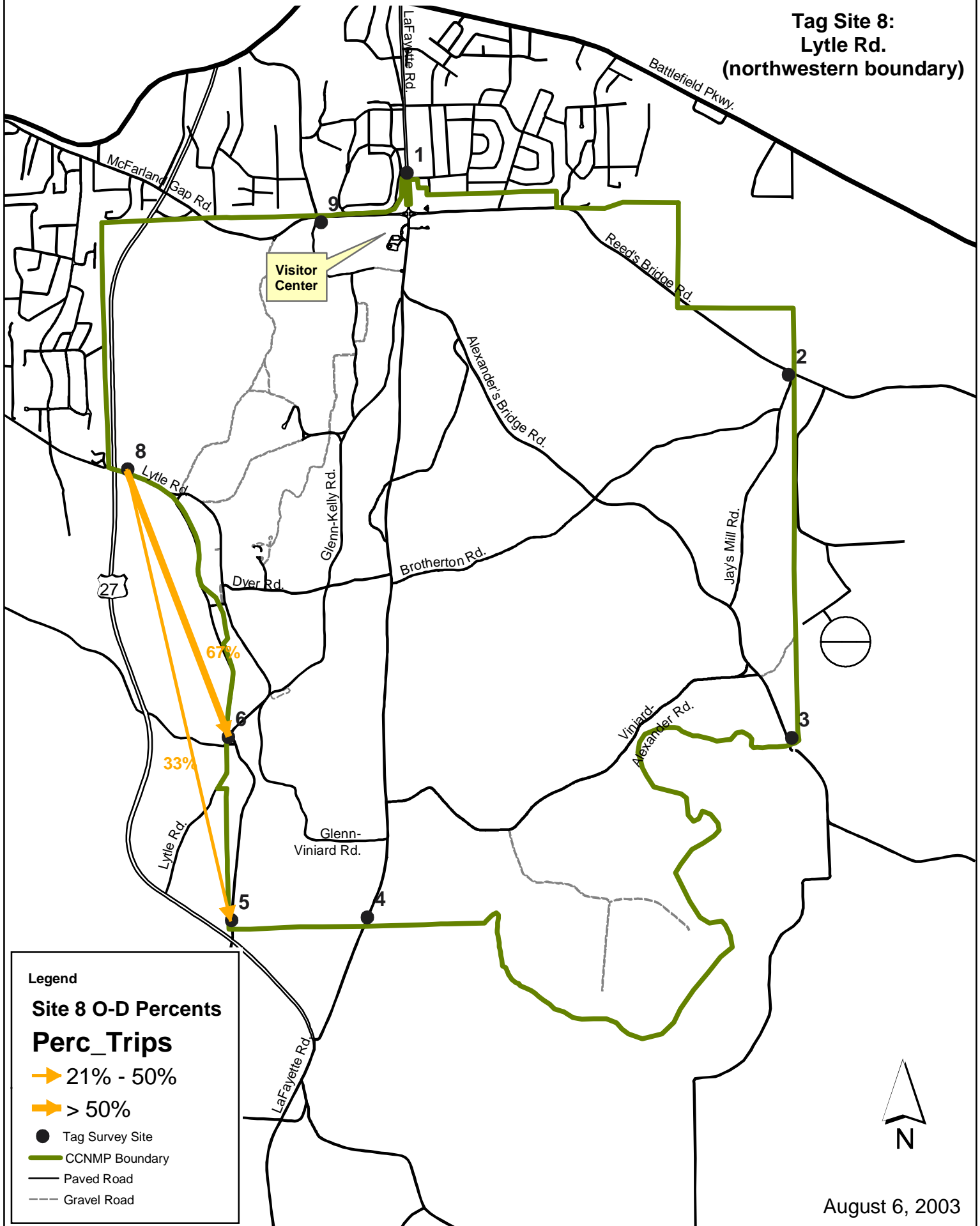
# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

**Tag Site 1:  
LaFayette Rd.  
(northern boundary)**



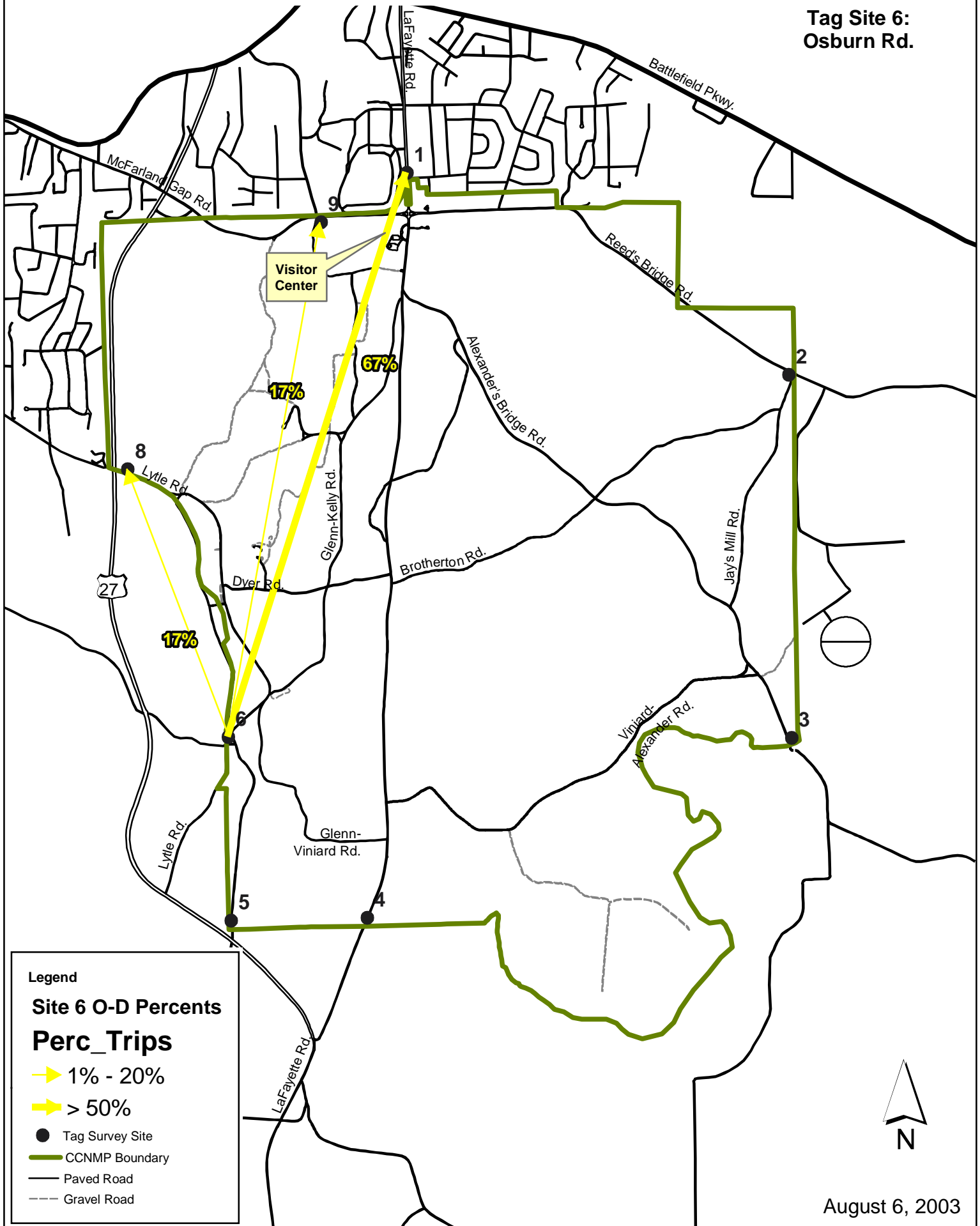
# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

Tag Site 8:  
Lytle Rd.  
(northwestern boundary)



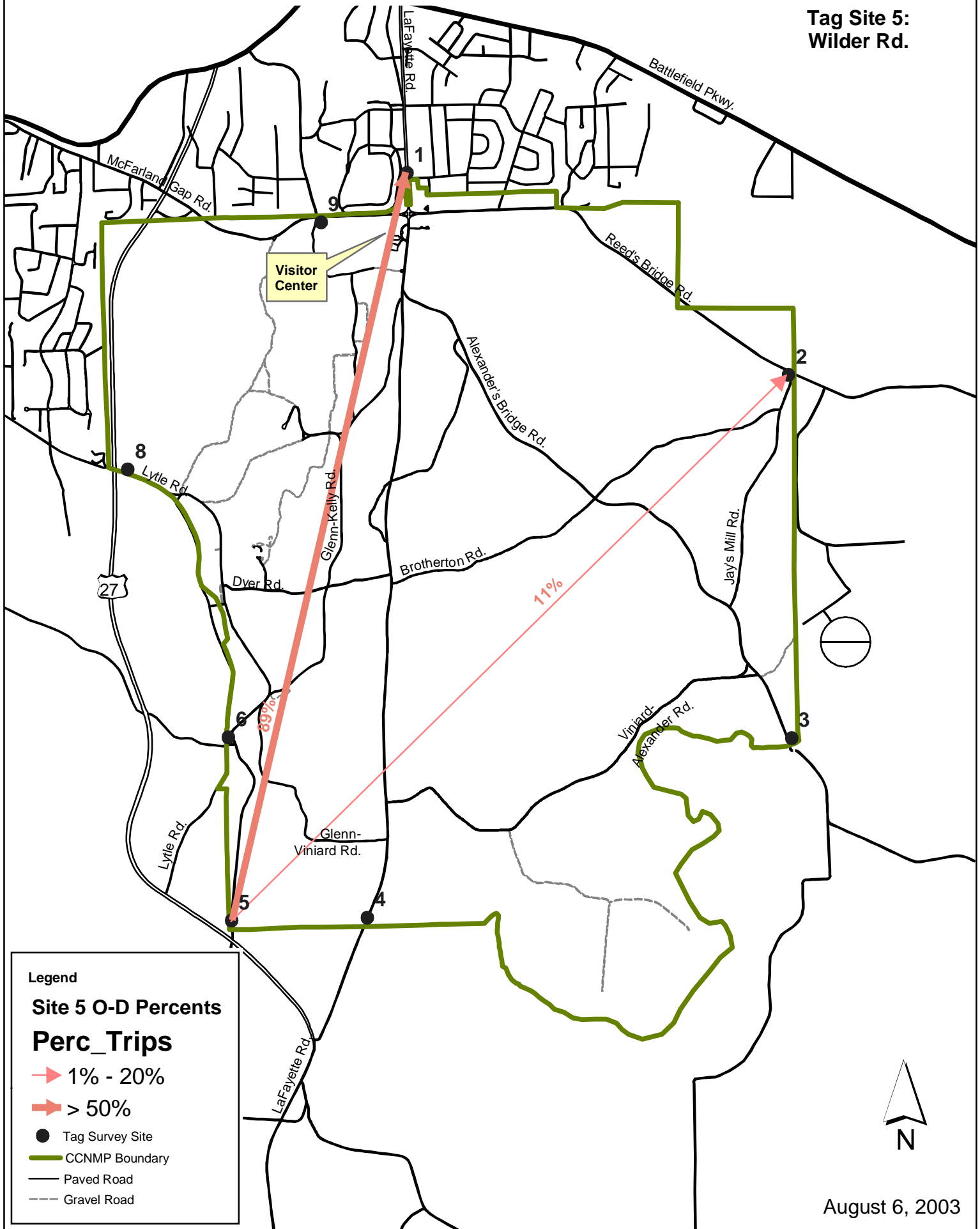
# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

Tag Site 6:  
Osburn Rd.



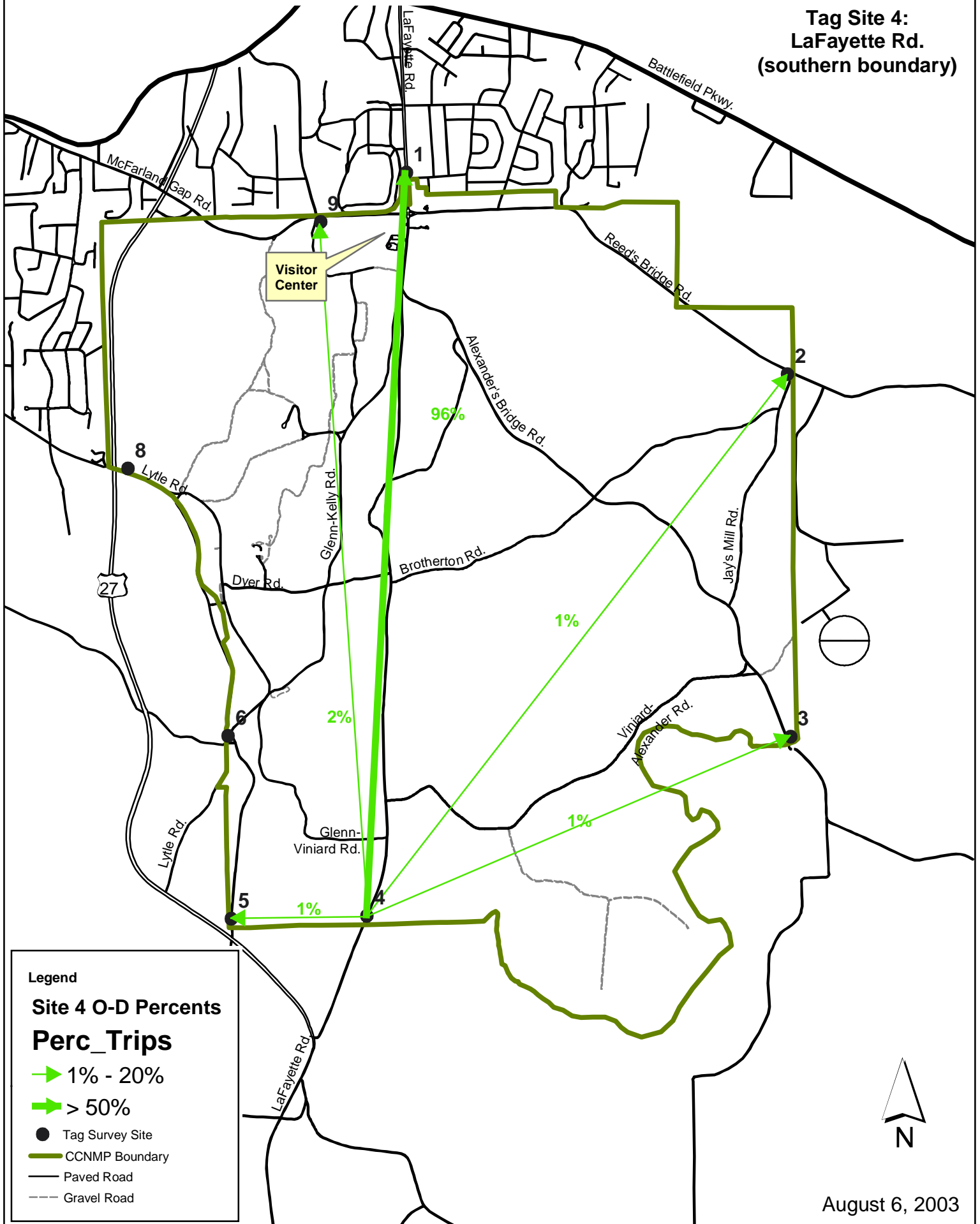
# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

Tag Site 5:  
Wilder Rd.



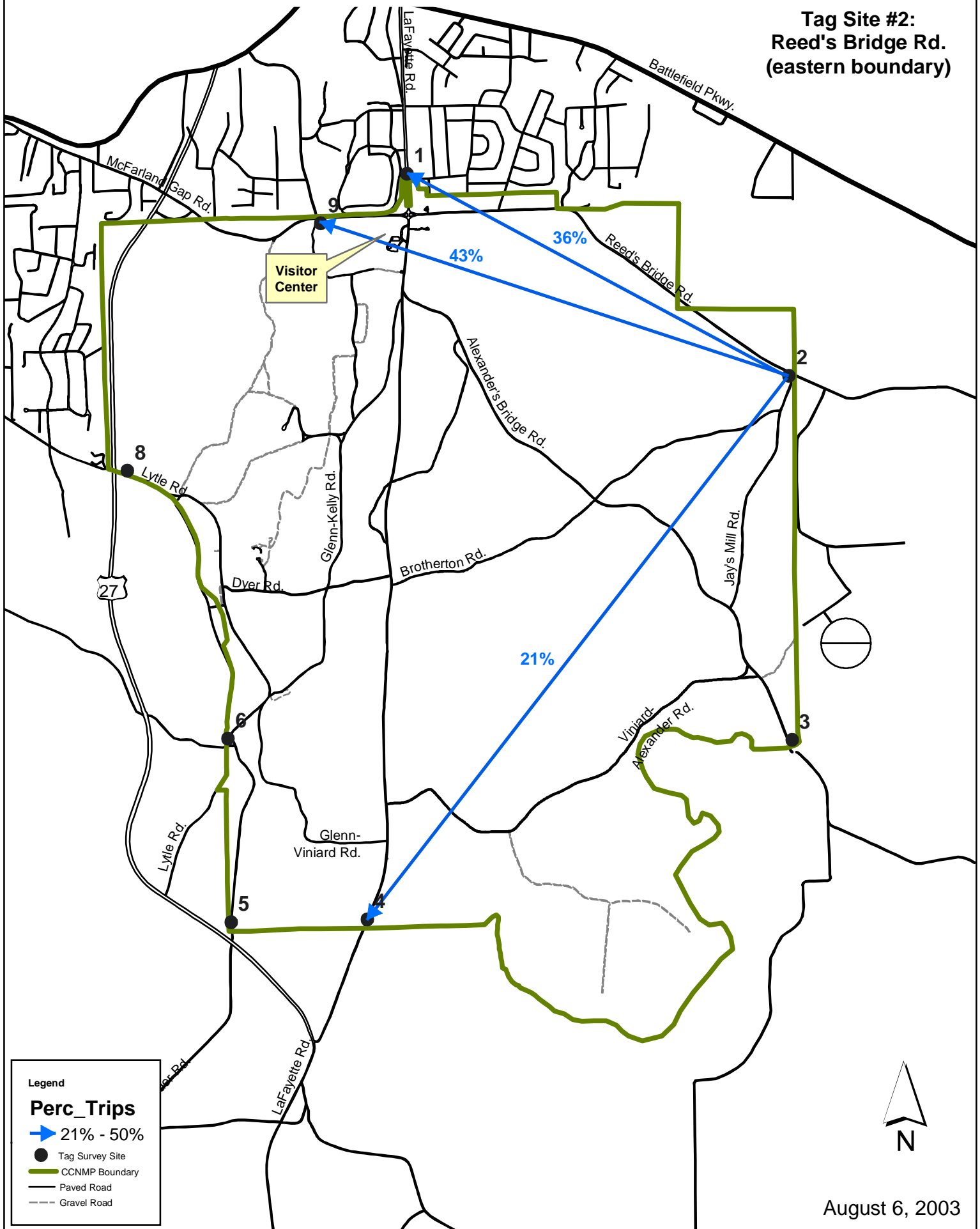
# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

Tag Site 4:  
LaFayette Rd.  
(southern boundary)



# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

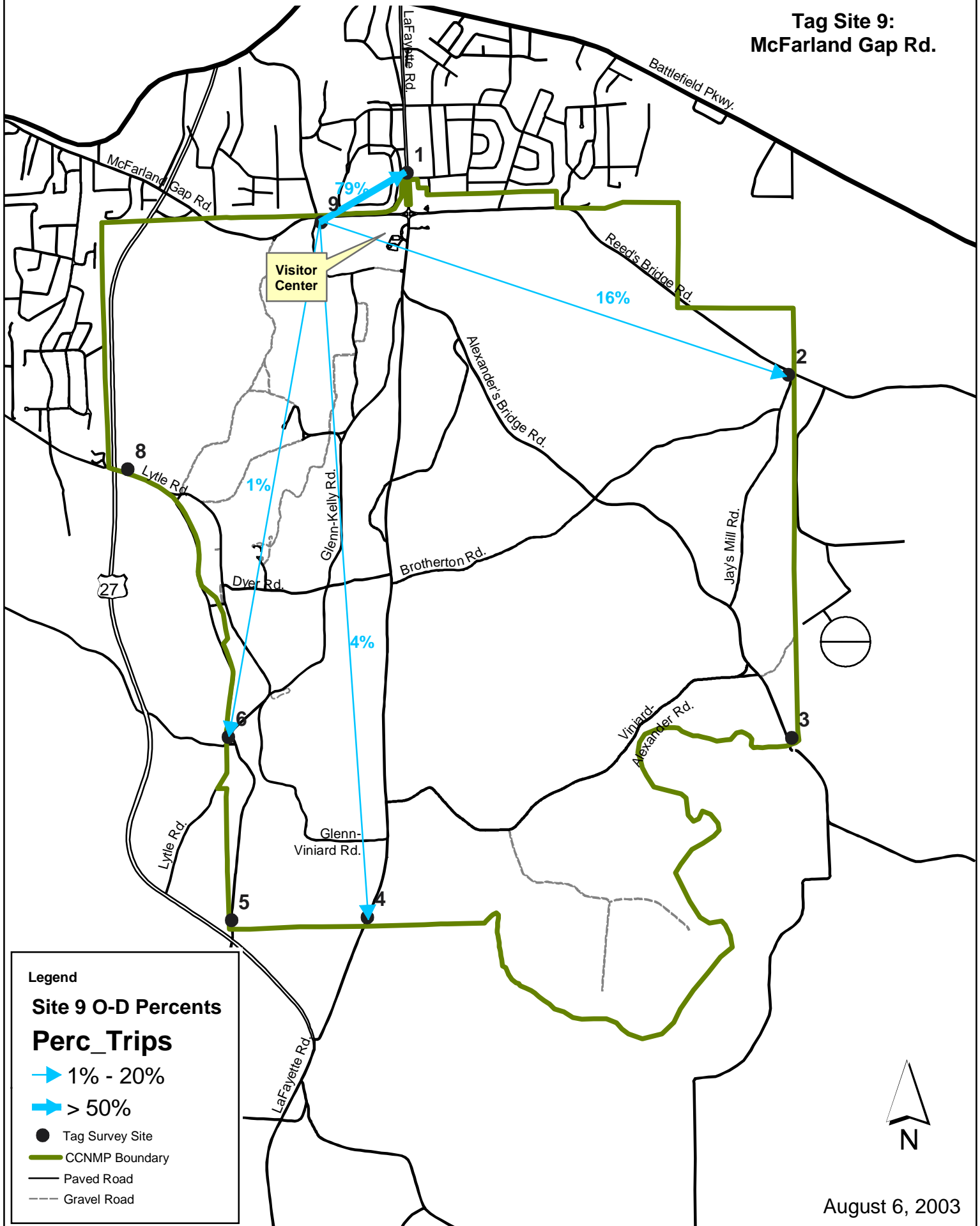
Tag Site #2:  
Reed's Bridge Rd.  
(eastern boundary)





# Percent of Non-Park (External-External) Trips Going to Each Tag Survey Site

Tag Site 9:  
McFarland Gap Rd.



## **Appendix E**

### **Roadside Survey**



## Expedited Approval for NPS-Sponsored Public Surveys

1. Project Title | Chickamauga and Chattanooga National Military Park Transportation Study | July 1, 2003  
Submission Date:

2. Abstract: The goal of the study is to develop transportation alternatives inside and outside the Park boundaries that could eliminate or minimize the adverse impacts of increased traffic volumes in the Park and the surrounding communities. In addition, the study is intended to provide information and transportation strategies to assist Georgia Department of Transportation (GDOT), the National Park Service (NPS) and the surrounding communities in responding to anticipated future growth in the area. The study will include two major work efforts - a Traffic Impact Study in designated portions of Walker and Catoosa Counties, and a Subarea Transportation Plan for the Chickamauga Battlefield unit of the Chickamauga and Chattanooga National Military Park (CCNMP). The survey will collect basic information on origins, destinations, trip purpose, vehicle type, vehicle occupancy, and mode of travel.  
(not to exceed 150 words)

3. Principal Investigator Contact Information

First Name: Keli Last Name: Paul

Title: Travel Demand Forecaster

Affiliation: Cambridge Systematics, Inc. (on behalf of Georgia Department of Transportation)

Street Address: 1820 East Park Avenue, Suite 203

City: Tallahassee State: FL Zip code: 32301

Phone: 850-219-6388 Fax: 850-219-6389

Email: kpaul@camsys.com

4. Park or Program Liaison Contact Information

First Name: Pat Last Name: Reed

Title: Superintendent

Park: Chickamauga and Chattanooga National Military Park

Park Office/Division: Chickamauga Battlefield

Street Address: P.O. Box 2128

City: Fort Oglethorpe State: GA Zip code: 30742

Phone: 423-752-5213 Fax: 423-752-5215

Email: Pat\_Reed@nps.gov

## Project Information

5. **Park(s) Where Research is to be Conducted:** Chickamauga and Chattanooga National Military Park
6. **Survey Dates:** 07/29/2003 (mm/dd/yyyy) to 08/10/2003 (mm/dd/yyyy)
7. **Type of Information Collection Instrument (Check ALL that Apply)**
- ☐ Mail-Back Questionnaire      ☐ On-Site Questionnaire      ☒ Face-to-Face Interview      ☐ Telephone Survey      ☐ Focus Groups
- ☐ Other (explain) \_\_\_\_\_
8. **Survey Justification:**  
(Use as much space as needed; if necessary include additional explanation on a separate page.)
- The information from this roadside interview will be used to supplement input into the refined travel demand model for the study area. The survey data will provide information on origins, destinations, trip purpose, trip frequency, trip duration, vehicle type, vehicle occupancy, and mode of travel. The results of the travel demand model will be used as a tool for developing transportation alternatives inside and outside the Park boundaries that could eliminate or minimize the adverse impacts of increased traffic volumes in the Park and the surrounding communities.
9. **Survey Methodology:**  
(Use as much space as needed; if necessary include additional explanation on a separate page.)
- (a) Respondent universe:  
The respondent universe is all adult visitors (18 and over) to the Chickamauga and Chattanooga National Military Park during the study period.
- (b) Sampling plan/procedures:  
Four roadside interviewers will be located at the intersection of Reed's Bridge Road and LaFayette Road on a typical weekday and a typical weekend day. An interviewer will be assigned to each approach at the intersection and will contact every n<sup>th</sup> vehicle, bicyclist, pedestrian, etc. of adult age (18 and over) approaching the intersection for an interview.
- (c) Instrument administration:  
The interviews will be conducted by All Traffic Data, the selected subconsultant, at the Reed's Bridge Road/LaFayette Road intersection. The four interviewers will be at the intersection from 2:00 PM to 7:00 PM. Our intent is to survey Tuesday, July 29, 2003 and Saturday, August 2, 2003, as school resumes on August 4, 2003 for Walker County and August 10, 2003 for Catoosa County and this will impact traffic. The consultant team will tabulate the results from the surveys received by Monday, August 25, 2003, three weeks after the last day of interviews.
- (d) Expected response rate/confidence levels:  
We intend to make a total of 415 contacts for the two days (Tuesday and Saturday). Of those 415 contacts, we expect 70 percent, or 290 individuals, to respond. We are striving for a 70 percent response rate, however, standard professional transportation planning standards consider less than 70 percent acceptable. Results will be accurate +/- 3.16% at the 95% confidence level for simple questions. Results will be somewhat less accurate for more complex questions.
- (e) Strategies for dealing with potential non-response bias:  
As a systematic approach, every n<sup>th</sup> vehicle, bicyclist, pedestrian, etc. will be selected for an interview. In addition, observations regarding gender, number of vehicle occupants, and type of vehicle/mode are to be completed on every survey by the interviewer, regardless of whether or not the potential respondent completes the

survey. These characteristics will be compared among respondents and non-respondents. The data will be evaluated to determine if weighting of the results is appropriate.

(f) Description of any pre-testing and peer review of the methods and/or instrument (recommended):

A review of the original survey draft was completed by the consultant team and by the Georgia Department of Transportation prior to submission of this request. In addition, NPS has already provided two rounds of comments on the draft survey instrument. Revisions based on the NPS comments have been incorporated into the attached survey instrument.

10. **Total Number of Initial Contacts | Expected Respondents:**

|     |     |
|-----|-----|
| 415 | 290 |
|-----|-----|

11. **Estimated Time to Complete Initial Contact | Instrument (mins.):**

|        |        |
|--------|--------|
| 1 min. | 2 min. |
|--------|--------|

12. **Total Burden Hours:**

|         |
|---------|
| 16 hrs. |
|---------|

13. **Reporting Plan:**

The consultant team will prepare a technical memo describing the results of the survey for the NPS; a copy will be provided to the Social Science Program. The consultant team will provide a copy of the survey database to the NPS.

**CHICKAMAUGA AND CHATTANOOGA NATIONAL MILITARY PARK TRANSPORTATION STUDY**  
**Roadside Interview at Reed's Bridge Road/LaFayette Road Intersection**

*Upon stopping the vehicle, bicyclist, pedestrian, etc., the interviewer must read the following script:*

"Hello, my name is \_\_\_\_\_. I am working on behalf of the Chickamauga and Chattanooga National Military Park and the Georgia Department of Transportation to help them learn more about the travel patterns in and near the Park as part of the Chickamauga and Chattanooga National Military Park Transportation Study. We would appreciate it if you could answer some questions that will greatly assist in developing transportation improvement recommendations in and near the Park. The Paperwork Reduction Act requires approval of all federal government surveys by the Office of Management and Budget. This survey has been approved under this Act. The Office of Management and Budget control number and expiration date is available at your request. Additional information about this survey and its approval is available at your request. The questions I would like to ask will only take about two minutes to complete. All of your answers are voluntary and confidential. May I proceed with the questions?"

*If no, the interviewer must read the following script: "Thank you and enjoy your day."*

**IF YES, ASK THE RESPONDENT THE FOLLOWING QUESTIONS:**

Questions 1-3: Topic Area 2 – Trip/Visit Characteristics

1. Where are you coming from (If you are visiting the Park, where you were before the Park would be your origin)?

\_\_\_\_\_  
Location Description (e.g., name of hotel, shopping center, etc.)

\_\_\_\_\_  
City State Zip Code

2. Where are you going (If you are visiting the Park, the Park would be your destination)?

\_\_\_\_\_  
Location Description (e.g., name of hotel, shopping center, etc.)

\_\_\_\_\_  
City State Zip Code

3. What is the purpose of your trip (please check one box from "Coming From" and one box from "Going To")?

Coming From:

☐ Home, ☐ Hotel or Motel, ☐ Work, ☐ School, ☐ Shopping, ☐ Recreation, ☐ Other

Going To:

☐ Home, ☐ Hotel or Motel, ☐ Work, ☐ School, ☐ Shopping, ☐ Recreation, ☐ Other

Question 4: Topic Area 1 – Individual Characteristics

4. How many days per week do you travel along this route?

☐ Less than one day a week, Week Days: ☐ 1, ☐ 2, ☐ 3, ☐ 4, ☐ 5 Weekend Days: ☐ 1, ☐ 2

Questions 5-8: Topic Area 2 – Trip/Visit Characteristics

5. Were you visiting the Park (1) or traveling through it (2) (please circle 1 or 2)?

**IF THE RESPONDENT DID/IS NOT VISIT/VISITING THE PARK, PLEASE DISREGARD THE REMAINING QUESTIONS.**

6. How long did/will you stay in the Park today?

☐ Less than 1 hr., ☐ 1-3 hrs., ☐ 4-6 hrs., ☐ 7-9 hrs.

7. What mode(s) of travel did/will you use while INSIDE the Park?

☐ Auto (personal car, pickup, SUV, van, etc.), ☐ Commercial Truck, ☐ Taxi, ☐ Bus, ☐ Motorcycle, ☐ Bicycle, ☐ Horse, ☐ Foot

8. Did/will you take the Park's self-guided auto tour? ☐ Yes, ☐ No

Question 9: Topic Area 3 – Individual Activities and Uses of Park Resources

9. What locations in the Park did/are you visit/visiting (may be more than one answer)?

☐ Visitor Center, ☐ Monuments, ☐ Park Cabins/Houses, ☐ Picnic Sites, ☐ Auto Tour, ☐ Other \_\_\_\_\_

*Upon completion of the interview, the interviewer must read the following script: "Thank you for your participation. Drive safely."*

**TO BE COMPLETED BY INTERVIEWER FOR EVERY VEHICLE, BICYCLIST, PEDESTRIAN, ETC. STOPPED:**

10. Date of Contact/Interview: \_\_\_\_\_

11. Name of Interviewer: \_\_\_\_\_

12. Intersection Approach: ☐ Northbound, ☐ Westbound, ☐ Southbound, ☐ Eastbound

13. What form of transportation is the potential respondent using?

☐ Auto (personal car, pickup, SUV, van, etc.), ☐ Commercial Truck, ☐ Taxi, ☐ Bus, ☐ Motorcycle, ☐ Bicycle, ☐ Horse, ☐ Foot

14. Including the driver, how many people are in the vehicle? ☐ 1, ☐ 2, ☐ 3, ☐ 4, ☐ 5, ☐ 6 or more

15. ☐ M, ☐ F

16. ☐ Refused, ☐ Previously Contacted

**Chickamauga and Chattanooga National Military Park Transportation Study  
Roadside Interview Survey**

OMB Approval number: (Not yet assigned)  
Expiration Date: (Not yet assigned)

Person Collecting and Analyzing Information: Keli A. Paul, AICP  
Cambridge Systematics, Inc.  
1820 East Park Avenue, Suite 203  
Tallahassee, FL 32301  
(850) 219-6388  
Email: kpaul@camsys.com

16 U.S.C. 1a-7 authorizes collection of this information. This information will be used by the Chickamauga and Chattanooga National Military Park managers and the Georgia Department of Transportation to better serve the public. Response to this request is voluntary. No action may be taken against you for refusing to supply the information requested. No personal data will be recorded. The data collected through surveys may be disclosed to the Department of Justice when relevant to litigation or anticipated litigation, or to appropriate Federal, State, local, or foreign agencies responsible for investigating or prosecuting a violation of the law.

You may direct comments on the number of minutes required to respond, or on any other aspect of this survey to:

Information Collection Clearance Officer,  
WASO Administrative Program Center  
National Park Service  
1849 C Street, NW  
Washington, D.C. 20240

**Chickamauga and Chattanooga National Military Park Transportation Study  
Roadside Interview Survey**

OMB Approval number: (Not yet assigned)  
Expiration Date: (Not yet assigned)

Person Collecting and Analyzing Information: Keli A. Paul, AICP  
Cambridge Systematics, Inc.  
1820 East Park Avenue, Suite 203  
Tallahassee, FL 32301  
(850) 219-6388  
Email: kpaul@camsys.com

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You may direct comments on the number of minutes required to respond, or on any other aspect of this survey to:

Information Collection Clearance Officer,  
WASO Administrative Program Center  
National Park Service  
1849 C Street, NW  
Washington, D.C. 20240



# Chickamauga Chattanooga National Military Park

## Traffic Impact Study and Subarea Transportation Plan

### Codes for Questions 1 and 2 (Cities)

| Code | City   |
|------|--|
| 1    | Chickamauga and Chattanooga National Military Park |
| 2    | Fort Oglethorpe                                    |
| 3    | Ringgold   |
| 4    | Chickamauga  |
| 5    | Rossville  |
| 6    | Lookout Mountain                                   |
| 7    | Chattanooga  |
| 8    | Other  |

### Codes for Questions 1 and 2 (States)

| Code | State     |
|------|-----------|
| 1    | Georgia   |
| 2    | Tennessee |
| 3    | Other     |

### Codes for Question 3

| Code | Purpose        |
|------|----------------|
| 1    | Home           |
| 2    | Hotel or Motel |
| 3    | Work           |
| 4    | School         |
| 5    | Shopping       |
| 6    | Recreation     |
| 7    | Other          |

### Codes for Question 4 (part 1)

| Code | Frequency                            |
|------|--------------------------------------|
| 0    | Less than one day a week NOT checked |
| 1    | Less than one day a week CHECKED     |

### Codes for Question 5

| Code | Park Trip/Non-Park Trip          |
|------|----------------------------------|
| 1    | Circled 1 (Visiting the Park)    |
| 2    | Circled 2 (Traveling through it) |

### Codes for Question 6

| Code | Duration         |
|------|------------------|
| 1    | Less than 1 hour |
| 2    | 1-3 hours        |
| 3    | 4-6 hours        |
| 4    | 7-9 hours        |

### Codes for Questions 7 and 13

| Code | Mode of Travel                              |
|------|---|
| 1    | Auto (personal car, pickup, SUV, van, etc.) |
| 2    | Commercial Truck                            |
| 3    | Taxi  |
| 4    | Bus   |
| 5    | Motorcycle                                  |
| 6    | Bicycle                                     |
| 7    | Horse                                       |
| 8    | Foot  |

### Codes for Question 8

| Code | Auto Tour |
|------|-----------|
| 1    | Yes       |
| 2    | No        |

### Codes for Item 9

| Code | Visit Locations    |
|------|--------------------|
| 1    | Visitor Center     |
| 2    | Monuments          |
| 3    | Park Cabins/Houses |
| 4    | Picnic Sites       |
| 5    | Auto Tour          |
| 6    | Other              |

### Codes for Item 10

| Code | Date                     |
|------|--------------------------|
| 1    | Tuesday, July 29, 2003   |
| 2    | Saturday, August 2, 2003 |

### Codes for Item 12

| Code | Intersection Approach |
|------|-----------------------|
| 1    | Northbound            |
| 2    | Westbound             |
| 3    | Southbound            |
| 4    | Eastbound             |

### Codes for Item 15

| Code | Gender     |
|------|------------|
| 1    | Male (M)   |
| 2    | Female (F) |

### Codes for Item 16

| Code | Participation                              |
|------|--|
| 0    | No box checked (participated in interview) |
| 1    | Refused                                    |
| 2    | Previously Contacted                       |

**CHICKAMAUGA AND CHATTANOOGA NATIONAL MILITARY PARK TRANSPORTATION STUDY**  
**Roadside Interview at Reed's Bridge Road/LaFayette Road Intersection**

*Upon stopping the vehicle, bicyclist, pedestrian, etc., the interviewer must read the following script:*

"Hello, my name is \_\_\_\_\_. I am working on behalf of the Chickamauga and Chattanooga National Military Park and the Georgia Department of Transportation to help them learn more about the travel patterns in and near the Park as part of the Chickamauga and Chattanooga National Military Park Transportation Study. We would appreciate it if you could answer some questions that will greatly assist in developing transportation improvement recommendations in and near the Park. The Paperwork Reduction Act requires approval of all federal government surveys by the Office of Management and Budget. This survey has been approved under this Act. The Office of Management and Budget control number and expiration date is available at your request. Additional information about this survey and its approval is available at your request. The questions I would like to ask will only take about two minutes to complete. All of your answers are voluntary and confidential. May I proceed with the questions?"

*If no, the interviewer must read the following script: "Thank you and enjoy your day."*

**IF YES, ASK THE RESPONDENT THE FOLLOWING QUESTIONS:**

1. Where are you coming from (If you are visiting the Park, where you were before the Park would be your origin)?

\_\_\_\_\_  
Location Description (e.g., name of hotel, shopping center, etc.)

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip Code

2. Where are you going (If you are visiting the Park, the Park would be your destination)?

\_\_\_\_\_  
Location Description (e.g., name of hotel, shopping center, etc.)

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip Code

3. What is the purpose of your trip (please check one box from "Coming From" and one box from "Going To")?

Coming From:

☐ Home, ☐ Hotel or Motel, ☐ Work, ☐ School, ☐ Shopping, ☐ Recreation, ☐ Other

Going To:

☐ Home, ☐ Hotel or Motel, ☐ Work, ☐ School, ☐ Shopping, ☐ Recreation, ☐ Other

4. How many days per week do you travel along this route?

☐ Less than one day a week, Week Days: ☐ 1, ☐ 2, ☐ 3, ☐ 4, ☐ 5 Weekend Days: ☐ 1, ☐ 2

5. Were you visiting the Park (1) or traveling through it (2) (please circle 1 or 2)?

**IF THE RESPONDENT DID/IS NOT VISIT/VISITING THE PARK, PLEASE DISREGARD THE REMAINING QUESTIONS.**

6. How long did/will you stay in the Park today?

☐ Less than 1 hr., ☐ 1-3 hrs., ☐ 4-6 hrs., ☐ 7-9 hrs.

7. What mode(s) of travel did/will you use while INSIDE the Park?

☐ Auto (personal car, pickup, SUV, van, etc.), ☐ Commercial Truck, ☐ Taxi, ☐ Bus, ☐ Motorcycle, ☐ Bicycle, ☐ Horse, ☐ Foot

8. Did/will you take the Park's self-guided auto tour? ☐ Yes, ☐ No

9. What locations in the Park did/are you visit/visiting (may be more than one answer)?

☐ Visitor Center, ☐ Monuments, ☐ Park Cabins/Houses, ☐ Picnic Sites, ☐ Auto Tour, ☐ Other \_\_\_\_\_

*Upon completion of the interview, the interviewer must read the following script: "Thank you for your participation. Drive safely."*

**TO BE COMPLETED BY INTERVIEWER FOR EVERY VEHICLE, BICYCLIST, PEDESTRIAN, ETC. STOPPED:**

10. Date of Contact/Interview: \_\_\_\_\_

11. Name of Interviewer: \_\_\_\_\_

12. Intersection Approach: ☐ Northbound, ☐ Westbound, ☐ Southbound, ☐ Eastbound

13. What form of transportation is the potential respondent using?

☐ Auto (personal car, pickup, SUV, van, etc.), ☐ Commercial Truck, ☐ Taxi, ☐ Bus, ☐ Motorcycle, ☐ Bicycle, ☐ Horse, ☐ Foot

14. Including the driver, how many people are in the vehicle? ☐ 1, ☐ 2, ☐ 3, ☐ 4, ☐ 5, ☐ 6 or more

15. ☐ M, ☐ F

16. ☐ Refused, ☐ Previously Contacted

## Chickamauga and Chattanooga National Military Park Transportation Study

### NPS Topic Area Equivalents to Roadside Interview Survey Instrument

| <u>Survey Instrument Question #</u>   | <u>NPS Topic Area</u>   |
|---------------------------------------|---|
| 1. Origin                             | Topic Area 2 – Trip/Visit Characteristics                       |
| 2. Destination                        | Topic Area 2 – Trip/Visit Characteristics                       |
| 3. Trip purpose                       | Topic Area 2 – Trip/Visit Characteristics                       |
| 4. Trip frequency                     | Topic Area 1 – Individual Characteristics                       |
| 5. Visiting park or traveling through | Topic Area 2 – Trip/Visit Characteristics                       |
| 6. Duration of stay                   | Topic Area 2 – Trip/Visit Characteristics                       |
| 7. Mode of travel inside park         | Topic Area 2 – Trip/Visit Characteristics                       |
| 8. Auto tour                          | Topic Area 2 – Trip/Visit Characteristics                       |
| 9. Locations visited inside park      | Topic Area 3 – Individual Activities and Uses of Park Resources |

To be completed by interviewer for EVERY stop:

|                           |   |
|---------------------------|---|
| 10. Date                  | Topic Area 1 – Individual Characteristics |
| 11. Name of Interviewer   | Not applicable                            |
| 12. Intersection Approach | Topic Area 2 – Trip/Visit Characteristics |
| 13. Mode of travel        | Topic Area 2 – Trip/Visit Characteristics |
| 14. Vehicle occupancy     | Topic Area 1 – Individual Characteristics |
| 15. Gender                | Topic Area 1 – Individual Characteristics |
| 16. Race                  | Topic Area 1 – Individual Characteristics |

**Appendix F**  
**Cultural and Natural Resources**

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Cultural and Natural Resource Data**

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### **Historic Overview**

The Battle of Chickamauga was part of a larger military campaign—the objective of which was for the Union army to thrust southward through eastern Tennessee and capture the town of Chattanooga, the junction point for four vital railroad lines that carried a large percentage of the Confederacy’s arms, munitions, food, and other supplies. By the middle of September 1863, the Union had captured Chattanooga and was probing into north Georgia. Atlanta was its next objective.

After a series of small skirmishes along Chickamauga Creek, General Braxton Bragg’s Army of Tennessee attempted to push Major General William S. Rosecrans’s Army of the Cumberland north. On September 19, 1863 Confederate forces engaged Union troops along the important north-south supply route of LaFayette Road. The two-day battle took place over a twenty square mile area but much of it was focused along a portion of this road. Chickamauga Battlefield Park consists of only the core battle area. In one of the bloodiest battles of the war, Bragg’s Confederate forces defeated Rosecrans’ army and forced a Union retreat to Chattanooga.

Designated a National Military Park on August 19, 1890, “for the purpose of preserving and suitably marking for historical and professional military study the fields of some of the most remarkable maneuvers and most brilliant fighting” of the Civil War, Chickamauga and Chattanooga owes its existence largely to the efforts of General H.V. Boynton and Ferdinand Van Derveer. These veterans of the Army of the Cumberland saw the need to preserve and commemorate the battlefield during an 1888 visit. The legislation was the first to authorize the preservation of an American battlefield and formed the basis of the establishment and development of a national system of military parks.<sup>1</sup>

Following acquisition of a significant portion of the Chickamauga battlefield by the Park Commission, the land was developed as a commemorative landscape. Changes to the landscape include the improvement of historic roads, the removal of the several buildings and structures located within the park, as well as the addition of administration and maintenance buildings, new roads to enhance access, and the construction of a number of stone bridges and culverts. Of the 24 farmsteads that were present on the Chickamauga Battlefield in 1863, only three structures are presently being interpreted for their battle-era associations: the Kelly, Brotherton, and Snodgrass cabins. All three structures were either partially or completely destroyed during the war, rebuilt by their owners after the war, and further repaired in the 1930s as part of the CCC program in the park. The Dyer House was constructed in 1875, maintained by the War Department, and then renovated for use as a ranger residence in 1939 by the NPS. Other structures were built to accommodate visitor services and park administration including the Visitor Center (1934 - renovated in 1950 and 1990), Superintendent’s Residence (1914 - renovated in 1938), and the utility group (1935).

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<sup>1</sup> B. Morris, et al, *Cultural Landscape Inventory, Chickamauga and Chattanooga National Military Park* (Atlanta: National Park Service, Southeast Regional Office, October 1997), 2.

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Cultural and Natural Resource Data**

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In addition to these infrastructure improvements, which were generally made to accommodate visitors, the Park Commission also made changes to restore the landscape to its 1863 conditions to help visitors interpret and commemorate the battle. Since 1890, the Park Commission has added approximately 1,150 commemorative monuments, memorials, markers, cannons, and tablets. Some of these monuments have been placed by individual states to honor those who fought at Chickamauga, some by members of regiments marking their location at various times of the battle, and others to honor commanding officers. They range in size from Wilder Tower over 80 feet high to markers less than three feet high. Many of the monuments and cannons are located along LaFayette Road, Battleline Road, Poe Road, Snodgrass Hill, and the Visitor Center. Other commemorative features, particularly markers and tablets, are widely dispersed throughout the park. Although many of these features can be seen from Park roads, others can only be viewed by pedestrian paths and trails.

In order to accommodate visitor circulation needs, the park maintains 71 pull-off/parking areas. Sixteen interpretive signs are also placed throughout the park to help educate visitors about significant battle events and landscape features.

## **Historic Significance & Resources**

The Chickamauga Battlefield unit of the Chickamauga-Chattanooga National Military Park was listed on the National Register of Historic Places in October, 1966. It is nationally significant in the areas of military history and politics/government as the site of the September 19-20, 1863 Battle for Chickamauga, an important Confederate victory that gave the Confederacy new hope in the wake of Union victories at Gettysburg and Vicksburg in July 1863.<sup>2</sup> With victory, Confederate forces were able to temporarily prevent the entry of significant Union forces into Georgia. However, the triumph was short-lived with the defeat of the Confederate forces at Chattanooga, Tennessee in November 1863. Although it represents only a portion of the larger battlefield landscape associated with the campaign for Chattanooga, the Battle of Chickamauga was one of the bloodiest single conflicts of the war with 34,500 soldiers killed, wounded or missing at the end of two days of fighting. The period of significance associated with the military events of the Battle of Chickamauga is September, 1863.

The Battle of Chickamauga also played a central role in the lives of several important American military leaders, and thus, the battlefield landscape is nationally significant for its association with individuals who were important in our past. These leaders are Generals Braxton Bragg, James Longstreet, Leonidas Polk, William Rosecrans, George H. Thomas, Alexander McCook, Thomas Crittenden, and Gordon Granger.

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<sup>2</sup> Jill K. Hanson and Robert W. Blythe, *Chickamauga and Chattanooga National Military Park Historic Resources Study* (Atlanta: National Park Service, Cultural Resources Stewardship, Southeast Regional Office, 1999) 21-22; U.S. Department of the Interior, "National Register of Historic Places Inventory—Nomination Form, Chickamauga and Chattanooga National Military Park." Prepared by Jill K. Hanson and Robert W. Blythe (Atlanta: National Park Service, 1998).

# **Chickamauga and Chattanooga National Military Park**

## **Traffic Impact Study and Subarea Transportation Plan**

### **Cultural and Natural Resource Data**

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The surviving landscape elements that contribute to the battle-era significance of the Chickamauga Battlefield include a number of landscape features that define the setting of the battle. Among these are: the historic topography; remnants of historic fields and forested areas; and watercourses, including West Chickamauga Creek, and the battle-era circulation system (or system of roads).

As the nation's first National Military Park, the Chickamauga Battlefield unit of the Chickamauga-Chattanooga National Military Park is also nationally significant in the areas of conservation and social history.<sup>3</sup> As stated in National Register Bulletin 40, *Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*:

"The original motivation in commemorating battlefields was to memorialize the bravery and self-sacrifice of the men fallen in battle. President Lincoln noted that these places had been consecrated by the brave men who struggled there, and that the ground was hallowed by the presence of those who gave their lives that the nation might live. The movement to construct monuments dedicated to individual units in the 1880s gave many battlefields their current park-like appearance. These post-battle memorialization efforts have acquired their own historical significance.

A second use of battlefields in the late 19th century was as the scene of national reconciliation as these places of carnage became meeting places for former foes during the Civil War. As the passions of war cooled, large numbers of Union and Confederate veterans met at annual commemorations on battlefields. As Oliver Wendell Holmes stated in 1884, there was kept alive the memory that "in our youths our hearts were touched with fire. It was given to us to learn at the outset that life is a profound and passionate thing."

The 1890 act that established the Park set several precedents for historic preservation in this country, including the recognition of the national significance of battlefields, the preservation of battle sites for the purpose of military study, the right of the federal government to obtain land through condemnation proceedings, and the creation of lease-back provisions for owners who sold their land to the federal government for inclusion in a national park. The national scope of commemoration represented by the marking of both Union and Confederate troop positions at Chickamauga also set a precedent for later efforts. As established in the *Historic Resource Study*, the commemorative period of significance spans the years 1890-1942.

The Chickamauga Battlefield unit of the Chickamauga-Chattanooga National Military Park is also significant for its design in the areas of art, architecture, and landscape architecture. Most of the individual resources that are associated with the creation and development of the park may

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<sup>3</sup> Hanson and Blythe, 48-50; U.S. Department of the Interior, "National Register of Historic Places Inventory—Nomination Form, Chickamauga and Chattanooga National Military Park." Prepared by Jill K. Hanson and Robert W. Blythe (Atlanta: National Park Service, 1998).

# **Chickamauga and Chattanooga National Military Park Traffic Impact Study and Subarea Transportation Plan**

## **Cultural and Natural Resource Data**

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contribute to the significance of the park under this criterion for their design. These include: the monuments and markers; explanatory markers, the improved and expanded road system and other infrastructure elements such as the stone-lined drainage ditches, bridges, culverts, and headwalls; the Wilder Brigade monument, and the administration building/visitor center. The individual elements and overall treatment and organization of the Chickamauga unit of the Chickamauga-Chattanooga National Military Park reveal a great deal about landscape design practices from the 1890s through the 1930s and concepts of memorialization through sculpture and architecture.<sup>4</sup>

The Chickamauga Battlefield landscape encompasses over one thousand commemorative monuments, markers, memorials, cannons, and tablets that were constructed well after the event that they commemorated, thus they are not directly associated with the battle that they commemorate. Their significance as historic resources derives not from the people or events that they memorialize, but instead from their reflection of the cultural and political values of the period during which they were built. At Chickamauga, the collection of monuments, memorials and markers is an extraordinary reflection of the late-19<sup>th</sup> century desire to make sense of the Civil War in American history and to reconcile the sectional divide that split the nation 30 years earlier. As the battlefield extended beyond the current boundaries of the park, several monuments were erected off park property. These can be found near the site of Lee and Gordon's Mills to the south, along Old LaFayette Road to the north, and in the city of Chickamauga near the Gordon and Lee Mansion.

The park also contains potential archaeological sites relating to the battle, including the Winfrey, Viniard, Widow Glenn (Rosecrans' Headquarters), Dyer, and Poe house sites, Jay's Mill Site, Bragg's Headquarters site, Glenn Field, Brotherton Field, Dyer Field, Snodgrass Field, the fords on West Chickamauga Creek where skirmishes took place, Bloody Pond, and the numerous sites of Union and Confederate breastworks and trenches. It also contains potential archaeological sites relating to the commemorative period, including sites associated with the continued military use of the Park by the War Department from the 1890s through the beginning of World War II. These include sites and activities related to the Spanish-American War occupation of the park, World War I camps, and World War II era uses that include the establishment of one of the few Women's Army Auxiliary Corps (WAAC) officer training facilities at the Park.

## **Natural Resources**

The natural systems and features at Chickamauga Battlefield were critical during the time of the battle and remain critical today. Stands of forest, Chickamauga Creek, streams, glades, and hill tops influenced troop movement and position during the battle. Natural features were also influential in the location of Lafayette Road and other early circulation corridors. The abundance of streams throughout the park resulted in a great number of bridges, culverts, and drainage

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<sup>4</sup> Hanson and Blythe, 49; U.S. Department of the Interior, "National Register of Historic Places Inventory—Nomination Form, Chickamauga and Chattanooga National Military Park." Prepared by Jill K. Hanson and Robert W. Blythe (Atlanta: National Park Service, 1998).



# **Chickamauga and Chattanooga National Military Park**

## **Traffic Impact Study and Subarea Transportation Plan**

### **Cultural and Natural Resource Data**

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ditches being built during the park development to allow visitors and veterans to easily circulate around the battlefield.

In 1863, significant portions of the natural forest had been cleared for crops, pasture, and orchards. After the Civil War, several of the battle-era fields had returned to forests, while other areas of forests were cleared for fields. In 1890, veterans returned to place field markers in areas where fields were returning to forest and restored the majority of the historic vegetation pattern. Most all the fields existing within the park today reflect the historic landscape conditions found in 1863, with the exception of a few fields within the eastern and northern parts of the park that were never restored.

General plant communities identified within the park include stream banks/lowland forest, upland forest, glades, and cultural areas that are mown and maintained with ornamental vegetation.

West Chickamauga Creek serves as the primary drainage for the Chickamauga Valley with a large number of tributary streams running through the park and into the creek. Many of these streams are spring fed as the limestone bedrock has been eroded and dissolved over thousands of years allowing water to flow through the channels which have formed as a result. This same phenomenon has also resulted in sinkholes where underlying bedrock has collapsed. One such sinkhole, which no longer holds water, became known as the Bloody Pond after the battle.

There are two known springs located within the Park: Mullis Spring located in the northwest quadrant along the north side of Mullis Road, west of the Visitor Center; and Cave Spring, located in the southwest quadrant to the east of Vittetoe-Chickamauga Road. Several other springs and ponds were identified on the 1863 Bett's map of the battlefield, but it is not known if these still remain. Two ponds exist within the Park, both the result of limestone quarry operations. One is located at the site of the historic Weathers house on the west side of the Park. This quarry is believed to date from the battle. The other quarry pond is south of Viniard Field and is believed to date to the post-Civil War period.<sup>5</sup>

There are several fords, or shallow areas, along the West Chickamauga Creek which served as crossing points for the soldiers during the battle. Dalton and Thedford Fords are located in the southwest section of the park, at the terminus of the historic roads from which their names are derived. The creek flows naturally along this edge of the park, and lowland forest vegetation is found along both banks.

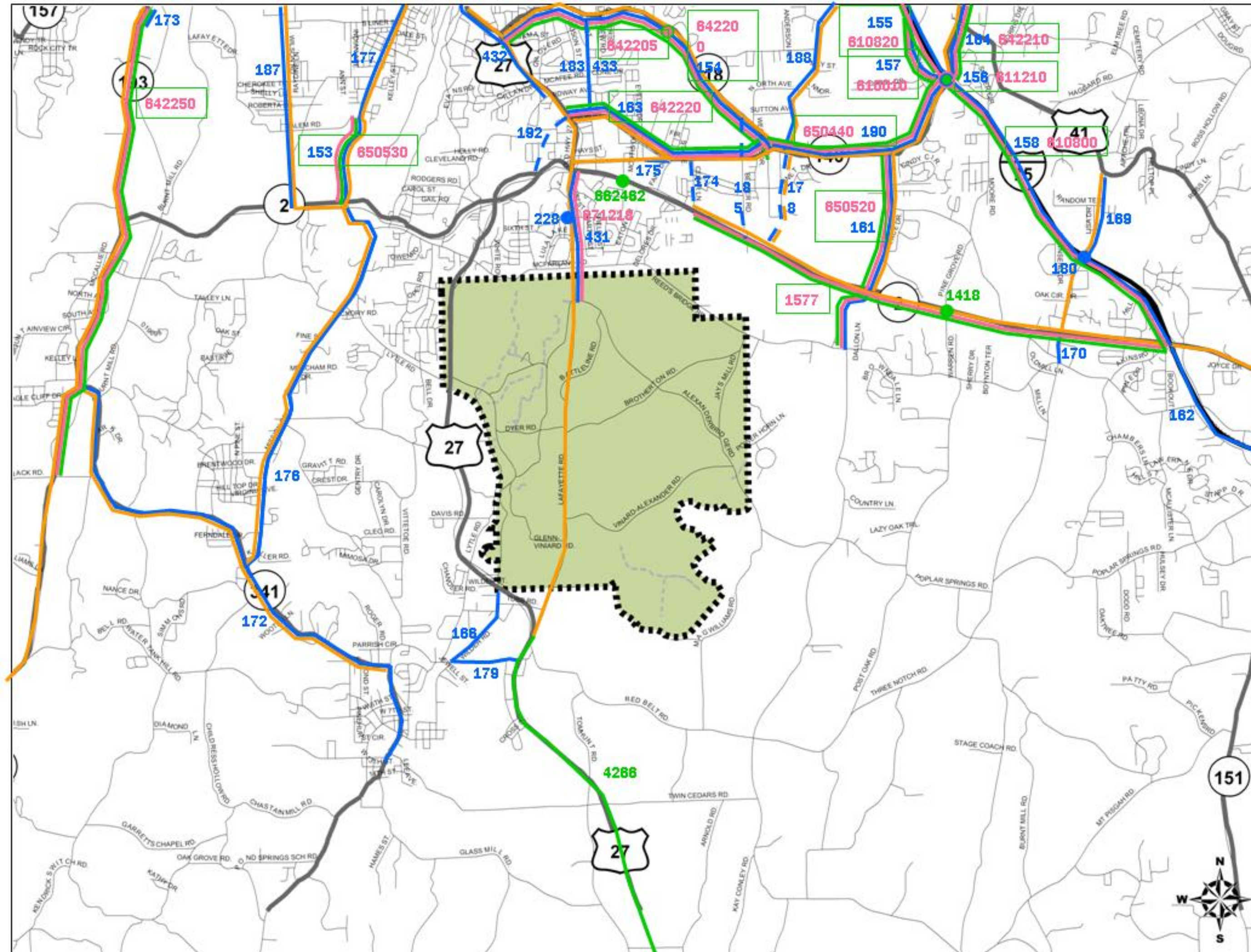
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<sup>5</sup> David M. Brewer, *An Archeological Overview and Assessment of Chickamauga and Chattanooga National Military Park* (Tallahassee: National Park Service, Southeast Archeological Center, 1987).

**Appendix G**  
**Identification of Historic Features and Planned Projects**



### Chickamauga Battlefield Transportation Study Area Planned Projects



**LEGEND - PROJECT TYPE**

Chattanooga MPO  
TransPlan 25 ProjectsChattanooga MPO  
2004-06 TIP

Georgia DOT  
Construction Work Program

Chattanooga Urban Area —  
Bicycle Facilities from Master Plan

For planning purposes only; not to scale.  
Note: Battlefield Boundary is approximate



**Chickamauga and Chattanooga National Military Park  
Traffic Impact Study Subarea Transportation Plan**

**SHORT RANGE PROJECTS**

| <b>Project Number or<br/>PI #</b> | <b>Project Name</b>   | <b>Project Description</b>  | <b>Plan</b>   | <b>County</b> |
|-----------------------------------|---|---|---|---------------|
| 610800                            | I-75  | Widening from SR 2 to SR 146 from 6 to 8 lanes;<br>3.63 miles   | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa       |
| 610810                            | I-75  | Widening from SR 146 to TN State Line; 6 to 8<br>lanes; 1.42 miles                                    | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa       |
| 610820                            | I-75  | Roadway Collector-Distributor System from north of<br>W. Chickamauga Ck to state line; 0.33 miles     | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa       |
| 611210                            | I-75 at SR 146/Cloud<br>Springs Road                        | Reconstruction of interchange. Includes I-75 bridge<br>and ramp reconstruction.                       | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa       |
| 642205                            | Lakeview Drive/CR 553 at<br>Back Branch East of Jct<br>SR 1 | Bridge Improvement  | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa       |
| 642200                            | Lakeview Drive  | Widen from SR 1/US 27 east to SR 146. 2 to 4<br>lanes. 3.78 miles<br><br>Same project for 3.64 miles. | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT STIP<br>Georgia DOT CWP | Catoosa       |
| 642250                            | SR 193/Chattanooga<br>Valley Road                           | Widen from Old SR 193 to TN state line with turn<br>lanes as needed; 2 to 4 lanes; 5.04 miles         | Georgia Projects of the Chattanooga Urban<br>Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Walker        |
| <b>Project Number or<br/>PI #</b> | <b>Project Name</b>   | <b>Project Description</b>  | <b>Plan</b>   | <b>County</b> |

## Chickamauga and Chattanooga National Military Park

### Traffic Impact Study Subarea Transportation Plan

| 650440                 | SR 146/Cloud Springs Rd from Lakeview Dr. to I-75  | Widen to four lanes with turn lanes as needed; 2 to 4 lanes; 2.3 miles   | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa |
|------------------------|--|--|--|---------|
| 650530                 | CR 704/McFarland Avenue                            | Widen from SR 2 to County route 354/Salem Rd. 2 to 4 lanes. 0.97 miles   | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT STIP<br>Georgia DOT CWP | Walker  |
| 650520                 | Dietz Road/CR 384                                  | Improvements from SR 146/Cloud Springs Road to Post CR 382/Post Rd; 2 to 4 lanes; 2.3 miles  | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa |
| 0001577                | SR 2 Median turn lanes                             | Construct median turn lanes from Ft. Oglethorpe to I-75; 4.39 miles  | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Catoosa |
| 642210                 | SR 146/Cloud Springs Rd                            | Widen from I-75 northwards to SR 3/US 41. Improve horizontal alignment. Widen bridge over I-75. 2 to 4 lanes. 0.59 miles<br>Same project for 0.51 miles. | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT STIP                    | Catoosa |
| 642220                 | SR 146/Cloud Springs Rd                            | Widening from SR 1/US 27 to CR 53/Lakeview Rd. Add through lanes and improve horizontal alignment. 2 to 4 lanes. 2.2 miles.                              | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT STIP                    | Catoosa |
| 860110                 | High Speed Rail Study                              | Alternate transportation study for high speed rail link between Atlanta and Chattanooga.   | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006  |         |
| 671218                 | Streetscapes & Sidewalks in City of Ft. Oglethorpe | Landscaping  | Georgia Projects of the Chattanooga Urban Area Transportation Study: FY 2004-2006<br><br>Georgia DOT CWP                     | Walker  |
| 004266                 | SR 1/US 27   | Widen from SR 151 to LaFayette Bypass.   | Georgia DOT CWP  | Walker  |
| Project Number or PI # | Project Name                                       | Project Description  | Plan   | County  |
| 0001418                | SR 2/Battlefield Pkwy                              | Intersection improvement at Pine Grove Road/CR 6   | Georgia DOT CWP  | Catoosa |

**Chickamauga and Chattanooga National Military Park**  
**Traffic Impact Study Subarea Transportation Plan**

|        |                       |   |                 |         |
|--------|-----------------------|---|-----------------|---------|
| 610010 | I-75/SR 401           | Widen from SR 151 to just south of SR 2                             | Georgia DOT CWP | Catoosa |
| 662460 | SR 2/Battlefield Pkwy | Intersection improvement at Cross St Van Cleve St<br>and Fant Drive | Georgia DOT CWP | Catoosa |

**Chickamauga and Chattanooga National Military Park  
Traffic Impact Study Subarea Transportation Plan**

**LONG RANGE PROJECTS**

| <b>Project Number or PI #</b> | <b>Project Name</b> | <b>Project Description</b>   | <b>Plan</b>                         | <b>County</b> |
|-------------------------------|---------------------|--|-------------------------------------|---------------|
| 153                           | McFarland Avenue    | Add through lanes from Salem Rd to SR 2. 1.09 miles.               | Chattanooga Urban Area TransPlan 25 | Walker        |
| 154                           | Lakeview Drive      | Widen to 4 lanes from US 27 to Cloud Springs Rd. 3.56 miles.       | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 155                           | I-75                | Collector Distributor from TN State Line to Scruggs Rd. 2.47 miles | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 156                           | I-75 at SR 146      | Interchange reconstruction   | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 157                           | I-75                | Construct through lanes from SR 146 to TN state line. 2.63 miles.  | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 158                           | I-75                | Construct through lanes from SR 146 to SR 2. 6.3 miles.            | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 161                           | Dietz Rd.           | Widen to 4 lanes from SR 146 to Post Road. 2.25 miles.             | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 163                           | Cloud Springs Rd.   | Widen/reconstruct from Lakeview Dr to US 27. 2.15 miles.           | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 164                           | Cloud Springs Rd.   | Widen/reconstruct from I-75 to US 41. 0.48 miles.                  | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 166                           | Wilder Road         | Widen from Lee Gordon Mill Road to Chickamauga Bypass. 1.03 miles. | Chattanooga Urban Area TransPlan 25 | Walker        |
| 169                           | Three Notch Road    | Widen from Battlefield Pkwy to US 41. 1.76 miles.                  | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 170                           | Three Notch Road    | Widen from Battlefield Pkwy to Post Oak Rd. 0.29 miles             | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 172                           | SR 341              | Widen from Chattanooga Valley Rd to Glass Mill Rd. 4.93 miles.     | Chattanooga Urban Area TransPlan 25 | Walker        |
| 174                           | South Cedar Lane    | Widen from Battlefield Pkwy to Cloud Springs Rd. 0.51 miles.       | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 175                           | Patterson Road      | Extension from Block Rd to Fant Rd. 0.29 miles                     | Chattanooga Urban Area TransPlan 25 | Catoosa       |
| 176                           | Mission Ridge Rd    | Widen from SR 2 to sir 341. 4.10 miles.                            | Chattanooga Urban Area TransPlan 25 | Walker        |
| 177                           | McFarland Road      | Reconstruction from Salem Rd to US 27. 1.49 miles.                 | Chattanooga Urban Area TransPlan 25 | Walker        |

## Chickamauga and Chattanooga National Military Park

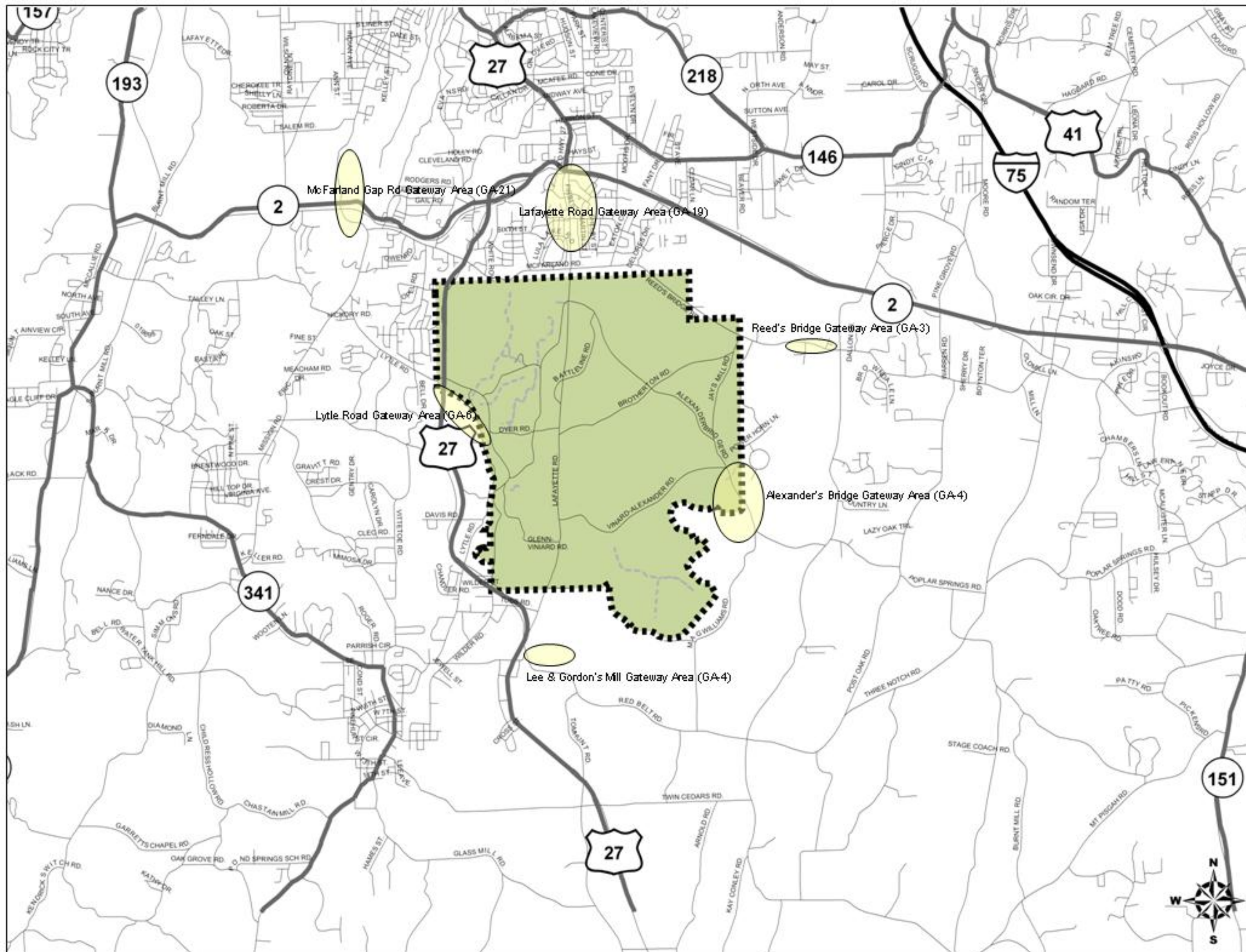
### Traffic Impact Study Subarea Transportation Plan

| Project Number or PI # | Project Name                 | Project Description  | Plan  | County  |
|------------------------|------------------------------|--|---|---------|
| 178                    | Mack Smith Road              | Connection/Extension from Battlefield Pkwy to Cloud Springs Rd. 1.04 miles.                | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 179                    | Lee & Gordon Mill Rd.        | Widen and streetscape from Wilder Road to US 27. 0.66 miles                                | Chattanooga Urban Area TransPlan 25                   | Walker  |
| 180                    | I-75                         | New interchange at Three Notch Road  | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 183                    | Cross Street                 | Widen from Lakeview Drive to Battlefield Pkwy. 1.66 miles                                  | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 185                    | Beaver Rd.                   | Extension from Lakeview Rd. to Battlefield Pkwy. 0.62 miles.                               | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 188                    | Mack Smith Road              | Add 2 lanes from SR 142 to TN state line. 2.13 miles                                       | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 190                    | Cloud Springs Rd.            | Widen to 4 lanes from Lakeview Drive to I-75. 2.2 miles.                                   | Chattanooga Urban Area TransPlan 25                   | Catoosa |
| 191                    | Dietz Rd.                    | From Scruggs to TN state line  | Chattanooga Urban Area TransPlan 25                   |         |
| 192                    | 27 Bypass Extension          | From SR 2 to US 27/Cloud Springs   | Chattanooga Urban Area TransPlan 25                   |         |
| 228                    | Thomas Road                  | Intersection alignment at US 27.   | Chattanooga Urban Area TransPlan 25                   |         |
| 431                    | Highway 27 Streetscape       | Streetscape/sidewalk from SR 1 to National Military Park. 1.05 miles.                      | Chattanooga Urban Area TransPlan 25                   |         |
| 432                    | Chickamauga Ave. Streetscape | Streetscape from TN state line to Catoosa County line. 1.85 miles                          | Chattanooga Urban Area TransPlan 25                   |         |
| 433                    | Cross Street                 | Sidewalks from Lakeview Drive to Battlefield Pkwy.   | Chattanooga Urban Area TransPlan 25                   | Catoosa |
|                        | Chickamauga Rd               | Priority 3: From Hwy 193 to Lee Ave; Add bike lanes.                                       | Chattanooga Urban Area Bicycle Facilities Master Plan |         |
|                        | Dietz Road                   | Priority 3: From SR 2 to Hwy 146; Add bike lanes.  | Chattanooga Urban Area Bicycle Facilities Master Plan |         |
|                        | Graysville Rd                | Priority 3: From Hwy 41 to Front Rd and TN state line to East Brainerd Rd; Add bike lanes. | Chattanooga Urban Area Bicycle Facilities Master Plan |         |
|                        | Happy Valley Rd.             | Priority 3: From Wilson Rd to Turner Ridge Rd; Add bike lanes.                             | Chattanooga Urban Area Bicycle Facilities Master Plan |         |
|                        | Highway 146                  | Priority 3: From Lakeview Dr. to Hwy 41; Add bike lanes.                                   | Chattanooga Urban Area Bicycle Facilities Master Plan |         |
| Project Number or PI # | Project Name                 | Project Description  | Plan  | County  |



**Chickamauga and Chattanooga National Military Park**  
**Traffic Impact Study Subarea Transportation Plan**

|                    |  |   |
|--------------------|--|---|
| Highway 153        | Priority 3: From Hwy 41 to TN state line; Add bike lanes                                     | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Highway 193        | Priority 1: From Chickamauga Rd to TN state line; Signage w/Pavement markings                | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Highway 193        | Priority 3: From Chickamauga Rd to South edge of planning area; Signage w/Pavement markings. | Chattanooga Urban Area Bicycle Facilities Master Plan |
| LaFayette Rd/US 27 | Priority 1: from Harker Rd. to Red Belt Road; Signage w/Pavement markings.                   | Chattanooga Urban Area Bicycle Facilities Master Plan |
| LaFayette Rd/US 27 | Priority 1: from Harker Rd. to TN state line; Use shoulder to add bike lanes.                | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Lakeview Rd        | Priority 3: From Hwy 27 to Hwy 146; Add bike lanes.  | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Mack Smith Rd.     | Priority 3: From TN State line to Hwy 146, SR 2, and Ringgold Rd; Add bike lanes.            | Chattanooga Urban Area Bicycle Facilities Master Plan |
| McFarland Ave.     | Priority 3: From Hwy 27 to Mission Ridge Rd; Add bike lanes.                                 | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Mission Ridge Rd   | Priority 3: From McFarland Ave to Chickamauga Rd; Add bike lanes.                            | Chattanooga Urban Area Bicycle Facilities Master Plan |
| SR 2               | Priority 3: From Happy Valley Rd. to McFarland Dr.; Signage w/Pavement markings.             | Chattanooga Urban Area Bicycle Facilities Master Plan |
| SR 2               | Priority 3: From Three Notch Rd to Hwy 41; Signage w/Pavement markings.                      | Chattanooga Urban Area Bicycle Facilities Master Plan |
| SR 2               | Priority 3: From Three Notch Rd to Mack Smith Rd; Signage w/Pavement markings.               | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Three Notch Rd.    | Priority 3: From SR 2 to Hwy 41; Add bike lanes.   | Chattanooga Urban Area Bicycle Facilities Master Plan |
| Wilson Rd          | Priority 3: From Happy Valley Rd. to TN state line; Add bike lanes.                          | Chattanooga Urban Area Bicycle Facilities Master Plan |



# Chickamauga Battlefield Transportation Study Area

## Chattanooga Area Civil War Sites Assessment

### LEGEND

Civil War Sites



For planning purposes only; not to scale.  
Note: Battlefield Boundary is approximate

**Chickamauga and Chattanooga National Military Park**  
**Subarea Transportation Traffic Impact Study**

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Chattanooga Area Civil War Sites Assessment (Conducted 1994)  
 Sites within Traffic Impact Study Area

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| Site Name  | Description   |
|--|---|
| GA-3 Engagement at and near Reed's Bridge, Sept. 18-20, 1863   | Reed's Bridge Rd. is a major access route for visitors to the Chickamauga battlefield.<br>Desired conditions: protect stream corridor; help provide interpretation and public access to Reed's Bridge.<br>Evaluation rating: 11/12  |
| GA-4 Engagement and actions at Alexander's Bridge, Sept. 17-20, 1863   | It is an access point to the battlefield and receives more use from local commuters than from Park visitors.<br>Desired conditions: Most important landmark. The NPS and GDOT should neither straighten Alexander Bridge Rd. nor construct a new bridge where the road crosses Chickamauga Creek. Either would destroy historic scene and severely damage any archaeological records at site. The Park Service should close Alexander Bridge Road to auto traffic.<br>Evaluation rating: 11/12  |
| GA-5 Actions, skirmishes, and engagements around Lee & Gordon's Mill, Sept. 6-20, 1863   | Hwy 27 is a major gateway for visitors entering the Chickamauga battlefield.<br><br>Desired conditions: In conjunction with the completion of a bypass around the Chickamauga battlefield, representatives from the NPS should work with Walker County officials to curtail further development along Hwy 27 between Shields Crossroads and the Chickamauga battlefield.<br>Evaluation rating: 10/12  |
| GA-6 Actions in Dry Valley (Position of and withdrawal of Federal Right/Furthest Extent of Confederate Assault at Chickamauga), Sept. 20, 1863 | Lytle Road, used mainly by area residents rather than Park visitors, is an access point to the Chickamauga battlefield.<br><br>Desired conditions: Land use provisions, scenic easements.<br>Evaluation rating: 10/12   |
| GA-19 Actions in Ft. Oglethorpe (Actions and skirmishes on the Union left flank), September 19-20, 1863  | The modern LaFayette Road in Ft. Oglethorpe is the primary gateway to the Chickamauga Battlefield unit of the National Military Park.<br><br>Desired conditions: LaFayette Rd. is the primary gateway for visitors entering the Chickamauga national Military Park. The US NPS, Ft. Oglethorpe city officials, and other interested parties should work to improve the appearance of the corridor through long-range planning. Establish building set-back and height requirements. Signs and billboards should be restricted. Develop driving tour of important points.<br>Evaluation rating: 6/12 |
| GA-21 Actions at McFarland Gap, Sept 20, 1863  | McFarland Gap is a major gateway into the Chickamauga battlefield.<br><br>Desired conditions: Interpretive signage. Utilize railroad bed for greenway if the railroad ceases operations.<br>Evaluation rating: 4/12   |

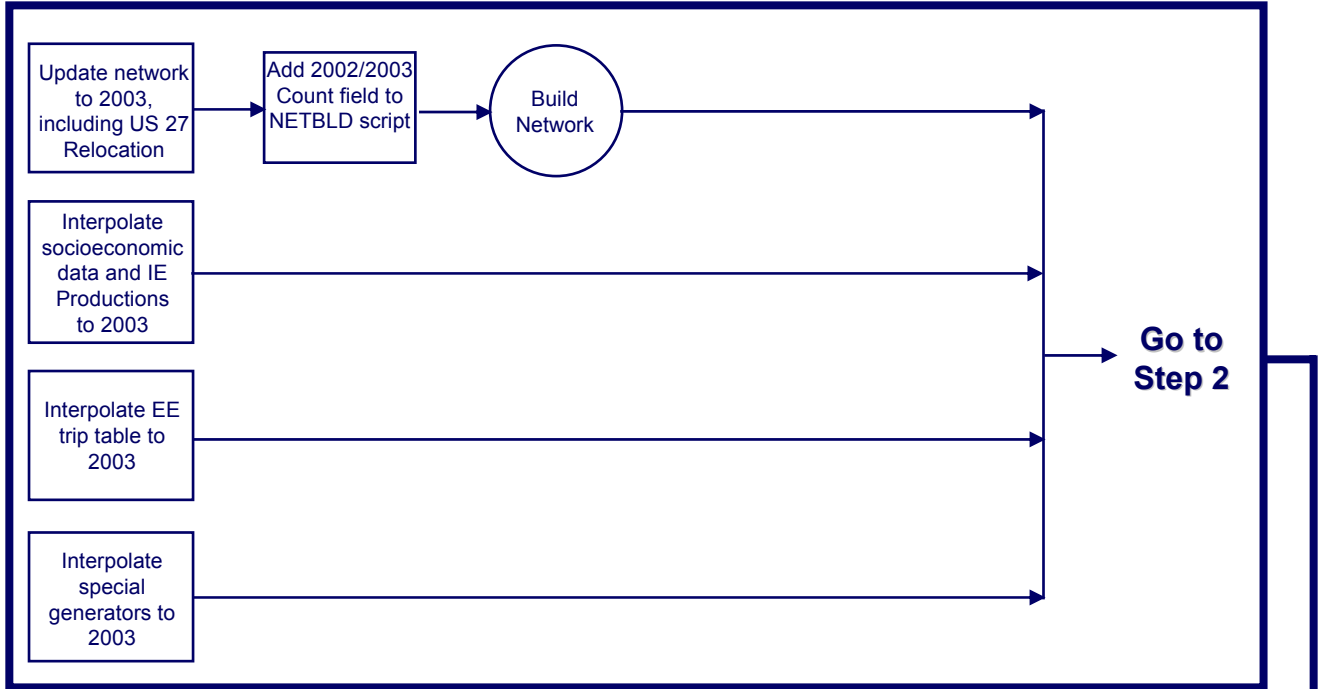
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*Evaluation rating was based on a 1 to 3 scale for each of 4 factors: Historical significance, Current status, Preservation/Interpretation Potential, Active Threats. The sites with the highest cumulative scores should receive the most immediate preservation and interpretation attention. (p. 13, Chattanooga Area Civil War Sites Assessment).*

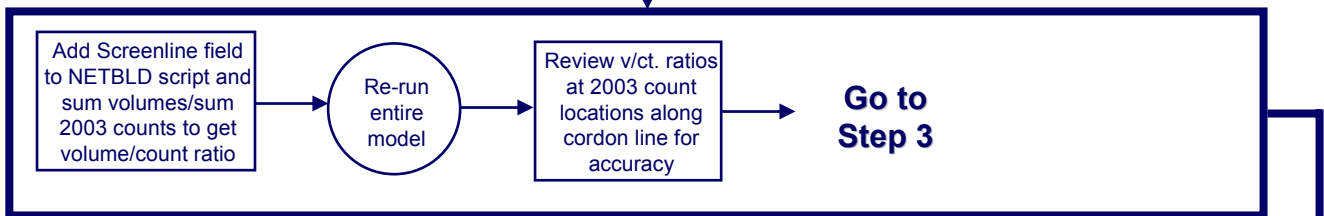
**Appendix H**  
**Travel Demand Model Flow Chart**

# Base Year Model

## Step 1: Update 2000 MINUTP Model to 2003



## Step 2: Add Cordon Line Around Park



## Step 3: Conduct Select Link Analysis

